

McClintock Drive Resident Feedback (emails and phone calls excluding 311) March 18, 2016 to Current

SUPPORT

1. 3/18/2016_I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike commuter, and ride daily to work, to events, etc. Using the bike lanes, I feel safer because I know I am safer. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Joseph Watts
2. 3/18/2016 I'd like to add to these comments based on the feedback at last night's marathon meeting. There were several suggestions raised that bicyclists should be directed to utilize the sidewalks on McClintock. This suggestion is not feasible. Proceeding Northbound on McClintock from Alameda to Rio Salado these are 4' sidewalks except at bus stops and some businesses. The city has (at least in the past) specifically directed bicyclists not to ride on these narrow sidewalks. Further, riding on the sidewalks is expressly prohibited by posted signage between Broadway and Apache for the UPRR underpass. As one resident pointed out in her comments, this underpass is a stretch of road where the bicycle lanes were needed for safety. Bicyclists are further advised by these signs to "Share the Road". Other topical signage might include "Good Luck Down There" and "Watch for the Drain Grate Taking up the Space You're Assigned". Please ensure during the further study requested by Mayor and Council that any alternative behavior requested of bicycle commuters be at least implementable, let alone safe. Thanks, Nathan Corwin (Staff note, all previous comments prior to March 18, 2016 indicated support for the project and this comment was categorized base don that.)
3. 3/18/2016 I am writing in support of keeping the bike lanes on McClintock. I am a recreational cyclist who bikes occasionally to a restaurant or for fun with my friends and kids. Riding on Tempe streets that do not have bike lanes is scary and unsafe. Without bike lanes, I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. Plus, I can't bike on the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. When the lanes on Mclintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Jennifer Nelson Strong
4. 3/22/2016 Dear Council Members: On March 17th, I went to the Tempe City Council Meeting to participate in the discussion of the new McClintock bike lanes that reduces the automobile traffic from three lanes to two lanes. It turned out to be a very spirited discussion with speakers both in favor of the bike lanes and against. A number of people spoke in favor of the new bike lanes. A number of reasons were given. 1) Bike lanes make the road useable for cyclists because of improved safety. The old design was very unsafe for bicyclists. 2) It gives ASU students a safe path back and forth to campus.3) This forms a critical North South link in the bicycle path network access from south Tempe to ASU, down town Tempe and points North.4)

Bicycle infrastructure is a key attraction for Tempe. It makes the city more livable and more progressive. Objections to the bike lane fall into several categories. 1) I can't get traffic to let me out of my neighborhood. 2) There are some design problems that make some areas difficult or unsafe. 3) It takes me longer to commute to wherever I am going and back. 4) Automobile drivers pay gasoline tax so they should have all the lanes to themselves. The discussion reduces to one basic question. What do we want McClintock Avenue in Tempe to be? McClintock has never been an ideal North South commuter route. It was a terrible bike route and not particularly pedestrian friendly. Even before the bike lanes were implemented, it went from three lanes to two lanes and back. There were drag races at the lights where bus stops narrowed traffic from three to two lanes. This is not a 45 or 50 mph expressway but a 40 mph access road to South Tempe with 35 MPH school zones, flourishing businesses and access to residential neighborhoods. Now, it seems that many commuters want to use it as an alternate route to the 101 freeway. So, what do we want? It would seem to be a good idea to have a plan to improve the streets that gives Tempe residents the kind of place they want to live. Leaving Tempe just the way it is, with no improvement, does not seem to be a good idea to me. Should McClintock be a six lane expressway through Tempe? If so, it should be designed that way. There should be three lanes going north and three lanes going south. It should be designed to maximize automobile traffic flow, maximize access from side streets and minimize commute times. We could tear up all the trees and put in a bike lane on the sidewalk. Or, if we want McClintock to be a multi use access road that serves the residents and businesses along the way, then it should be designed that way. Speed limits should remain low, or even be reduced. Pedestrian access and bicycle lanes should be maintained and improved. Public transport should also be a key part of the south McClintock formula. Downtown Tempe has been a focus of development for much of the last 35 years that I have lived here. It is a great story of urban development. South Tempe, almost without being noticed, has become the other great urban development story in our city. We can continue to promote that growth by providing progressive infrastructure and a pleasant environment or we can turn south Tempe into an expressway for commuters anxious to get somewhere else. I would like to see more trees, pedestrians, bikes and public transport. I think it is good for residents and good for the small businesses that we support. Best regards, Jon Austin

5. 3/22/2016 The changes to McClintock are welcomed for bicycle riders. We'd like to see candlesticks extended between Baseline & Guadalupe. This intersection Guadalupe & McClintock needs a lagging red light to keep cars from sitting in the middle of the intersection waiting to turn. There is a dangerous situation at the Canal with cars not familiar with the red flashing lights to stop for bikes & walking across McClintock. Cars are running through the flashing lights at high rates of speed. We refuse to use this crossing fearing the public is not familiar with the correct usage of this crossing. We have witnessed too many cars drive through without stopping & feel this was a waste of money; should have been a regular stop light. Scott Devin
6. 3/31/2016 Hello, I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike "commuter," and ride daily to work, to events, etc. Using the bike lanes, I feel safer because I know I am safer, and can deal with more consistent infrastructure, the same way a driver needs standardized lanes on the road. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. Bike riders spend more at local businesses,

visit these businesses more frequently, and are more engaged with their local communities. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to find other, more carbon-intensive and dangerous means of transportation, or take different routes to the places I need to go, and like to go. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Connor Descheemaker

7. 9/28/2016 To Whom it may concern: First off I would like to express my appreciation to the council for the recent roadway improvement projects on Broadway Rd. The bicycle lanes are a welcome addition to this area, as an avid cyclist and local resident I have gotten quite a bit of use from them, and I am now able to freely and easily access local businesses on Broadway and Rural / Broadway and Mill by bicycle. This is a very good thing for transportation within the city. I'd also like to thank you in advance for your time, as I do have quite a bit to say on this subject. However I am curious if the city is planning on additional improvements to Broadway Road. The bike lanes, while great where they are, are almost a bridge to nowhere. They end at Mill ave, and Rural Rd, dead end, with no other routes to take. This is particularly troubling when the Eastbound lane ends at the Broadway and Rural intersection. Here the bike lane ends, well, abruptly well before the Broadway intersection. Where it dumps cyclists directly into traffic in one of the busier intersections in the city. Quite frankly I'm concerned about safety forcing traffic to mix together there. I think that improvements could be made that allow cyclists to at least reach the intersection safely. There is certainly enough room on the street, as cars are able to line up 4 across at the intersection. Extending the bike lane those few hundred feet would be a welcome improvement. I digress. The other issue as I mentioned is that these bike lanes don't really go anywhere. Well, they go to Safeway, and Walgreens but they are next to useless if one actually wants to go anywhere else in the city from there. From the Eastbound perspective, as I ride down the new bike lanes I am abruptly dumped into 3 lanes of fast moving traffic. From there, I have no access to any smaller roads unless I ride along Broadway road in heavy traffic for a (minimum) 1/4 mile to Terrace rd (And take a labyrinth of neighborhood streets from there if I want to parallel Broadway Rd. Or 1/2 mile down to Dorsey (From there is a relatively straightforward route through neighborhood streets and a parking lot) until S. Country club. Else I am forced to ride on the sidewalk (Which is against the law, and dangerous). The neighborhood route I described might actually make an excellent bike route. If it were marked as such in combination with an extension of the Broadway bike lanes to Dorsey Ln it would be, in my opinion, a great compromising solution between road capacity and bicycle infrastructure. I'll comment that I'm a fairly strong rider, and ride a fast road bike. So it's dangerous for me to ride in traffic. But impossible for the average casual cyclist, or anyone without a fast road bike to travel along here safely. I see many bicyclists riding both on the sidewalk, and on the sidewalk against traffic. Both of which are dangerous propositions. Sometimes, depending on traffic, I am forced to ride on the sidewalk as well. Westbound, I do have at least a few more options. The bike lanes Westbound do go all the way to the intersection of Mill Avenue where there are small bike lanes. However if one want's to continue westbound (Say to access a business on Broadway Rd. and Hardy or Roosevelt) you are either forced to ride in heavy traffic, (unsafe), the sidewalk (unsafe) or to take a 1/2 mile detour North or South and take 13th st or Alameda westbound (inconvenient, but at least there is the option here). I really think that this project would benefit from additional consideration, as it's kind of like building a 5 mile strip of smooth asphalt in the middle of a rough dirt road. Nice, useful, but very limited in scope. I would certainly like to see the bike lanes along Broadway Rd extended. in this direction as well. On a separate, but related note, I also have been a big fan of the McClintock bike lanes. I've expressed my support of these in the past, and I have been using them every day as part of my route to work and can safely say

that I've seen a number of others use these bike lanes. However I'm curious as to why there is not a Northbound bike lane on McClintock past the intersection of Broadway Rd. Once you reach Broadway Northbound the bike lane again disappears and dumps any cyclists into heavy traffic. There is certainly room on the road, as the right lane there is easily wide enough for me to ride alongside the traffic with room to spare. These bike lanes would be the perfect travel corridor if it were not for this shortcoming. Apache has bike lanes for its entire length and if McClintock were to connect to it both North and Southbound there would be a lot more access to businesses along Apache for those that would need to ride Northbound. As it stands right now, the only way to cross the railroad tracks heading Northbound in that area is to ride east and use College Avenue, or ride along the sidewalk on one of the main roads (unsafe) or in heavy traffic (Also unsafe) on one of the main roads. Having a bike lane on McClintock that runs Northbound from US 60 to connect up to Apache Rd would be a very welcome addition to the new bicycle infrastructure. I'd be curious to know what your thoughts on these issues are. Thank you again for your time. Alex Frank

8. 10/7/2016 Please don't remove the McClintock bike lanes. They are essential to safe commuting for people like me who use bikes to get around. Bike lanes are one of the features that make Tempe a great place to visit or live. They are a key to making the investments in LRT, buses, Orbit and streetcar worth it because they are the glue that ties them all together. Please stay true to being the most progressive in community planning in any other city or town in the Valley! Karen Voyer-Caravona
9. 10/7/2016 To the City of Tempe Councilperson: Please do not remove the McClintock bike lanes. Bicyclists need and use these lanes. If they are removed the only options for biking on McClintock will be taking the very small lane alongside 40+ MPH traffic, or the sidewalk. Neither is a safe, viable or sustainable alternative. Please continue to work with the bicycling community to make Tempe a safe place to ride and commute on two wheels. Thank you, Pam Voza Bicyclist and parent
10. 10/8/2016 Hello, I am writing in support of the bike lanes on McClintock. I'm a Tempe resident who owns a home in the Optimist Park neighborhood and works at ASU. I use McClintock Rd to commute from home to work daily. In the summer, I drive everyday. Once the weather becomes more conducive to being outside, I make an effort to ride a bike at least twice a week. I drive on McClintock much more than I ride a bike, and I'm sure that is true for most people who use the bike lane (if they ever do). I'm sure making a decision as to keeping the bike lane is in regards to traffic congestion. In my opinion adding one more lane to a road for a few blocks is not going to solve traffic congestion problems. As the number of students on campus continues to grow and as more business move into the Tempe area the traffic congestion is just going to increase. You're not going to be able to solve this problem with more roads. In my opinion, giving people more alternatives outside of driving cars (bike lanes, buses, light rail) is the only way to help with congestion. Thanks Mike Funk
11. 10/9/2016 Hello Tempe City Council, I understand you will be reviewing the re-striping of McClintock to provide a wider/safer bike lane at the expense of an automobile lane in some sections of the route between Elliot and the 60. I drive that route 4 days a week in the morning and late afternoon. I have noticed very little impact to the average speed of traffic and it hasn't increased my commute time at all. I drive from Warner to the 60 four days a week on a strict van pool schedule. The only impact I have seen to other drivers is that they can no longer use the partial third lane as a high speed lane to pass traffic. Because of the consolidation of lanes before Guadalupe north bound I feel that stretch of road is now safer and traffic is more predictable. The southbound section just below Guadalupe is better as well because people don't try to suddenly cut in when the car in front of them puts on their blinker to go to Trader

Joe's or Changing Hands. I feel the traffic flows much better in these sections. I am also beginning to see more bicyclist on McClintock in these widened bike lanes. The fact that these lanes are wide enough to pull the buses into also helps with traffic. I do not want the city to repaint the lines of this road because of a few complainers. My guess would be that those who complain the most are those who seem to be perpetually late to where ever they are going and use the extra lanes to speed past other cars. For these people, if it is taking them longer to get to work it is because they can no longer drive at 55+ mph. Again I do not want the city to spend any money to repaint the road. The lanes are safer and striping is in good condition. Please don't waste our money. Sincerely, James Lyons

12. 10/5/2016 To Whom It May Concern: Our understanding is there will be a meeting 03 NOV about REMOVING bike lanes on McClintock Dr. Are you SERIOUS?? If I'm incorrect about this, please delete my email. But if this is seriously on the docket, I feel really sorry for the city of Tempe. I'm a Wildcat, and I can tell you after living (and riding a bike) in Tucson for 11 years, riding a bike in Tempe is a death wish. I was actually looking forward to moving to Tempe (college town) so I could continue to ride my bike. Nope. Never happened. Riding on a sidewalk is NOT safe. Tempe's wish for being a 'progressive' city? Down the drain with this decision. I've been to meetings about the bike paths through the neighborhoods. I really feel sorry for you guys if you're going to let a bunch of old people bitch and moan about updating their city because of the LAME excuses they give you for not wanting bike paths in their neighborhood. (Yes, I'm talking about Corona del Sol Estates and some neighboring neighborhoods-Circle G.) If you're going to let a few elitist rich people push you around because a few of them are too old to be progressive and too old for change, I feel sorry for you. I think you need to strap on a pair and tell them it's going through. It's my understanding the bike lanes and paths passed with a vote. (Again, if I'm incorrect, delete email.) But stand up for Tempe. I mean really. This is pathetic. It just irks me that a few rich (lawyers probably) guys are scaring you into doing stupid stuff so they aren't affected. (And affected by what, I may ask? They think it's the worst thing in the world, and I'm sure they would actually benefit from it after all is said and done.) Good luck. I hope I'm preaching to the choir... Linda Crook
13. 10/7/2016 Hi Council Members, Why would you consider removing bike lanes in a road just to encourage drivers to go faster? Bike lanes remove bikes from the flow of traffic which will be impeded if you remove the bike lanes on McClintock. This will enrage motorists even though cyclists have the same rights on the road as they do. Tempe is an overall bike friendly city which supports many endurance events including Ironman which brings \$\$\$\$ to the city. Removing the bike lanes is taking a step back to creating an environment of inclusivity by telling cyclists they do not matter and telling motorists that cycles don't matter which will in turn create more road rage toward cyclists. Tempe set the standard for inclusivity not exclusion and keep and even expand your bike lane system. I encourage you to look at Roseville, CA which put in bike lanes to create a safer environment. When they did this they also created special light sensors in the bike lanes to change the lights for cyclists when traffic was slow so they would not cross against the light. This is creating inclusivity and acceptance for all who want to share the road, while also lowering the carbon footprint and creating healthier people. Regards, Dr. Brent Scholar
14. 10/7/2016 Dear Council Members, I am not a Tempe Resident, but I am a bicycle commuter. I ride an average of 3500 miles each year in this Valley. It's not a hobby, its my way of transportation. I save you and every city I ride in .30 cents for every mile I ride. Removing bicycle lanes is a direct violation of your 2040 plan, which you should re-familiarize yourself with, since your actions are proving you don't have a clue what's in it. Removing bicycle lanes does not reduce bicycle traffic, but encourages more pissed off interactions between motorists and

bicyclists. Do you really want to pay out for the loss of life when a bicyclist is hit and killed for having to share the lane of traffic with motorists? That's a lot more expensive than re painting your damn roads. I implore you to reconsider this hateful decision and put more bike lanes in your city. It makes the road safer for everyone on it. Think of your kids and grandmas. Do you want them sharing the road with motorists when they ride their bike in Tempe? Sincerely,
Crystal Hackett

15. 10/4/2016 Hello I heard about the threat to the bike lanes on McClintock Drive and was veyr suprised to learn that Tempe is going to remove them. this is not what I expect of the City and not what is best for the safety, quality of life and success of Tempe. Caroline Davies
16. 10/7/2016 I just live off of McClintock and its add a few minute to my drive but I'm ok with it Keep the lanes please. Jim Fry
17. 10/7/2016 Dear Councilmembers, Mayor and Vicemayor, I am writing with regards to the potential removal of bike lanes in McClintock Drive. I think that removing the bike lanes will make the street less safe for bikers and will not significantly improve traffic. The bike lanes in McClintock are a great public good; they do not obstruct traffic and their removal will be wasteful. Instead of discussing the removal of bike lanes in McClintock Dr. I would like to voice concern about a much more pressing issue: **The discontinuity in bike lanes throughout Tempe.** Currently, as a biker (and a driver) I see that throughout Tempe you can stay in a single street and have the street change from having to not-having and back into having bike lanes within a single block; prime examples of this are: Broadway before Mill and after Rural McClintock north of Broadway, where the lanes simply disappear This discontinuity is straight out dangerous! Drivers who go from 2 to 3 and back to 2 lanes or bikers who see their lanes disappear absolutely hate it. For this reason I urge you to look at the real issue and connect the system properly, and this involves **ADDING bike lanes**, not removing them. Personally, I would start with the Broadway and McClintock examples that I cite above. Adding bike lanes throughout all of Broadway is the least that should be done. I hope that this email finds its way to an investigation of the concerns I raise. I am very interested in learning the outcome, and I have the greatest hope that this problem will be addressed in its full complexity. Best regards, Andrew Nicholas Mason Tempe resident
18. 10/10/2016 Mayor and Council, There has been some mention of the fact that not many people riding bikes are seen on the new McClintock bike lanes. There is some level of congestion, some hours of the week on McClintock, and that roadway space could be better utilized as another vehicle lane. I don't see that many people riding bikes on Priest, Kyrene, or Warner either. The city Public Works Department is pretty good at squeezing in infrastructure. They could probably squeeze in another vehicle lane on each of Priest, Kyrene, and Warner roads. Those lanes would undoubtedly relieve some congestion, some hours of the week, on those arterials as well. You don't really see that many people walking on the sidewalks of those roads either. Maybe we could use the sidewalks to relieve some rush hour vehicle congestion as well. With how gradual the new ADA ramps are, they might be of some use. Even a Honda Civic could roll two wheels up on the sidewalk and use it as a right turn lane, as it decelerates to make a right turn. But I guess one problem is, people on the sidewalk don't want to worry about getting run over from behind when they are walking from one place to another. So that's probably not a good idea. Just maybe, many people riding their bikes don't like to worry about being run over from behind either. People driving use the bike lane as a right turn lane all the time. Maybe instead of reversing a half implemented, incremental bit of bicycle/pedestrian infrastructure, the city could brainstorm why people might not be using the McClintock right of way outside of their cars. I'll give some of my ideas of things that could be done for more people to choose to walk and bike along McClintock: = Put in some shade trees at the same time bike/pedestrian

infrastructure is improved. = A little extra money could have been spent up front to restripe the northbound buffered bike lane all the way up to the light rail station, instead of stopping ½ mile short. = A gridBike bike share station could be put at Ted's, so people can make the 3 minute bike ride from the light rail bike share down to Ted's. = A little extra money could have been spent up front to restripe the buffered bike lanes all the way down to Elliot, that way the buffer wouldn't have stopped 50 yards shy of Western Canal Path (a fairly popular bit of bike infrastructure). = Put some jersey barriers in the buffer area instead of candle sticks. It might lead to an improved sense of security for people riding their bikes. It would also be a "free" area to store them, when they are not being used for something else. An additional plus, having a jersey barrier near to the rightmost vehicle lane line might encourage people driving to drive slower and with a little more care. = Engineer the road so that people driving will choose to drive closer to 35mph than 50mph. The slower car speeds will reduce the sense of danger for people using the right of way outside of vehicles. Doing this will also reduce road noise. This would make walking on the sidewalk more pleasant. This would make eating on the Pei Wei patio at McClintock and Guadalupe a little bit more pleasant. I encourage you to take your family, kids, or parents for a walk or bike ride on McClintock. I'm sure they would give you unsolicited recommendations to make any future return trips more enjoyable. Or just get rid of all the non-vehicle infrastructure on arterial right of ways. Nobody uses it anyway. Thanks for your consideration, David Rice

19. 10/11/2016 Hello! I wanted to forward on my support for the McClintock bike lanes! It is awesome to have a safer area to ride in on a busy street. I understand there is possibly a movement to remove the newly added bike lane. I would hate to see it go, as it seems to almost always in use when I am in the area! Thanks for your time! Melissa Goodman
20. 10/11/2016 I want to reiterate my full SUPPORT of keeping the Bicycle Lanes on McClintock Drive in Tempe. They should absolutely be extended, expanded and NOT removed. Jeremy D Deatherage
21. 10/11/2016 Hello, I'll keep this brief. Removal of the McClintock bike lanes is regressive. Bicycles are beneficial to communities and their citizens in many ways, all of which you are aware. Be smart. Be forward thinking. Leave the lanes where they are. Lance Turner
22. 10/11/2016 Dear Sir or Madam: Please leave the McClintock Bike Lanes as is. They are vital to keeping our cyclists safe. I am proud of Tempe's efforts to offer alternative transportation, and bike lanes are a huge part of this. Thank you, Jen Moore
23. 10/11/2016 To whom it concerns, I am a resident living at the Cameron Creek Apartments at just past University and McClintock. I would like to voice my strong support for the McClintock bike lanes. I ride my bike from my apartment complex to the Sprouts at McClintock and Southern, and also use that corridor for other errands. Before the bike lanes were put in, I would have to ride on the sidewalk, since traffic is (and always has been) very bad on that road. However, sidewalks are for pedestrians, and encountering a pedestrian on the narrow sidewalks is dangerous for both bikers and pedestrians. Sidewalks are for pedestrians, who should feel safe using them - just like bike lanes are for bicyclists. I feel much safer with a bike lane on McClintock and have started biking on McClintock more often. I also drive this corridor for longer trips to dinner with friends. As a driver I do not feel inconvenienced by the new bike lanes at all. It is easy to grow frustrated with traffic and blame it on something, but driver's are misplacing their frustration by blaming the new bike lanes for traffic congestion. I think that bike ridership would increase on McClintock if the bike lane were extended to Apache or University. These are the areas where most people bicycle too or from the university, work, and grocery. By extending the bike lane to Apache, you also increase access to the light rail. I hope that you will

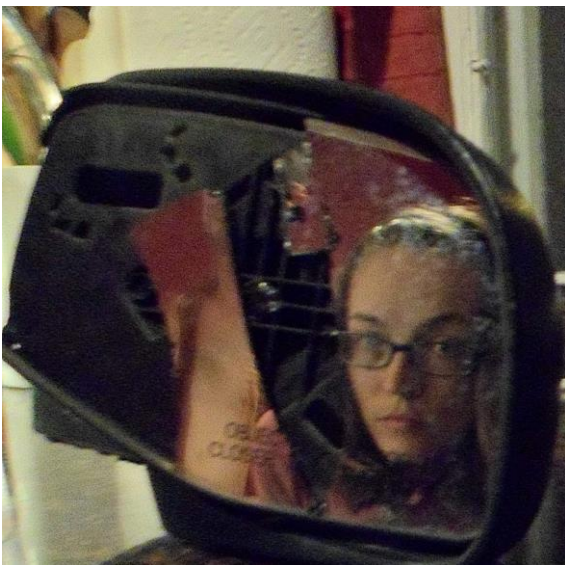
consider these perspectives when making a decision to keep the McClintock bike lanes.

Sincerely, Maya Hutchins

24. 10/11/2016 Hello! I'm writing to you regarding the bike lanes that have been installed on McClintock road. They are a wonderful addition and I'm sure I'm one of many Tempe residents who is grateful for them. That said, I am very much in favor of maintaining the bike lanes as they are. Please help to keep Tempe's title as a Silver Level Bicycle Friendly Community, please keep the McClintock Bike Lanes. Thank you very much!! Tiffany Olson
25. 10/11/2016 Hello Tempe City Council, It has recently come to my attention that there is a vote coming about the issue of the bicycle lanes on McClintock road. I wanted to let you know that I am in favor of keeping the bicycle lanes as they are and am against their destruction or dissolution. Thank you very much! Sincerely, Sam Beger (Tempe Resident and ASU student)
26. 10/12/2016 To whom it may concern, I live in south Tempe (baseline and McClintock). I ride my road bike to downtown Tempe regularly. I also ride my mountain bike to Papago Park from my house. Whenever I ride into Tempe, I use the bike lane on McClintock. This bike lane provides a safe buffer between me and cars. I understand that some people have voiced concern recently and want it removed. I cannot fathom why. I regularly drive on McClintock and I have never had issue with the lane while in my car. It is out of the ordinary compared to other roads, and I can only assume that people's frustration is due to a lack of familiarity. Please keep the bike lane at McClintock so I can continue to commute to Tempe's businesses and parks safely. Thank you, Kevin Bufki
27. 10/11/2016 I just rode the new bike lanes along McClintock Drive tonight for the first time and was extremely impressed by them and your commitment to the health and safety of our town. Thanks for adding these and keep improving the quality of life here instead of those cities that are full of pollution and congestion Steven Hardy Braz
28. 10/11/2016 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Broadway, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Regards, DeAna B
29. 10/12/2016 Good morning City Council, Just wanted to drop you a line and thank you for the McClintock bike lanes. Its great that we as a city give modes for alternative transportation. My fiancé and I recently bought a house in Tempe and moved from Scottsdale because of the bike infrastructure and community. We live right off McClintock and use the lanes every day. We use them to get to businesses around us as well as to get north and south in Tempe. These bike lanes are much safer than us riding on the sidewalk where most people don't even look for cyclists while making their turns. I have heard the counter argument that traffic is worse than it used to be. I drive home from work every day on McClintock and cannot distinguish any extra

traffic on rural than on any other major road in Tempe. Taking away the bike lanes may shorten someones drive home by a minute or two, but increase the dangers of cyclists and pedestrians, decrease shopping at businesses in the area, and make Tempe look like they dont know what they are doing in a progressive nation of increasing bike lanes. Our plan for building an infrastructure for the future of Tempe should not include destroying our transportation plan in a growing city. Thank you for your time and thanks again for the McClintock lanes. I hope they will stay and I hope they will pave the way for more bike lanes for all of Tempe to use for future generations. Thank you. Jeff Hawley

30. 10/12/2016 Dear Council Members, I have already stated my stance on bike lanes on McClintock, but here is another perspective. This is a photo of me and the mirror that broke off of the truck which hit me last year while I was commuting home from work. I'm lucky I was not seriously injured. This accident occurred in an area without a sidewalk, without space on the side of the road, and without a bike lane. By law, bicyclists have the right to take the whole right lane when there isn't enough space to share the road with vehicles. Does that mean that motorists are looking out? Does that mean that they'll even expect to see a bicyclist in their lane? The driver who hit me did not. We were traveling in the same direction, and due to unfortunate circumstance and poor road construction I narrowly missed a more serious casualty. Every single road should have bike lanes so every single person is safe. Regardless of time it takes to get from point A to point B. If I've learned anything by being a bicycle commuter, it's that it is a good idea to give yourself PLENTY of time to get to where you need to go safely. It's a shame you seem to be so inconvenienced by safety measures put in place to protect people like you and me on bicycles. Somersault and Finnegan Hackett



31. 10/12/2016 Hello Council Members, I live in the Shalimar neighborhood, and work on Haden in South Scottsdale. I have been both driving and riding bikes on McClintock for years. Since the bike lanes went in I have far fewer close calls during my bike commute to work. I used to take a longer route along Price road, but now I prefer the safer McClintock route. On most days when I bike commute along McClintock I will stop and grab breakfast or coffee. The addition of the bike lanes facilitate \$pending MONEY in Tempe. When I do drive I generally take HWY-101 for my N/S travel, but if I have errands to run I'll take McClintock. I have not noticed any difference in traffic when driving along McClintock. I have heard rumors that some of you will vote to

remove the bike lanes along McClintock. This will make our community less safe for both bike and car commuters. I will not be able to vote to reelect a council member that doesn't put the safety of our community first. Regards, Kevin Jacobsen

32. 10/12/2016 To whom it may concern Although there hasn't been much opportunity for me to use the bike lanes, yet, I wish to express my support for the lanes. I am not a big fan of change but have grown accustomed to them. Why waste more money to change it back after so little time has been allowed? I drive down McClintock almost everyday as I live on Warner and McClintock. The longer they're there the more they will be used. Be patient and don't waste the taxpayers money to change it back. Tempe Resident Elana Rambow
33. 10/12/2016 Mr. Mayor and members of the council, When I heard that Tempe had done 10 years of traffic research and analysis to warrant the removal of a lane of traffic and the addition of bike lanes on McClintock Drive I was excited. Excited that my city places value on all of its citizens, not just catering to motorized passer throughs. Removing the new McClintock bike lanes would be a unpardonable action and set the city back on its commendable progress towards providing facilities for all modes of transportation, not just automobiles. If the the city of Tempe has concerns over the merit of bike lanes on McClintock Drive then the same 10 years of research and analysis should be done to determine if removing them is a worthy endeavor. Undoing millions of dollars of work without supporting data would only show a weakness in the foundations of the decision makers in this city. I urge you to allow the bike lanes to remain. Sincerely, Mark Tauber
34. 10/12/2016 Good Morning Tempe City Council, I am writing you today because it's come to my attention that the council is again considering removing the bicycle lanes on McClintock road. As I began writing this Email I was struck with quite an incredible sense of Deja Vu, and sure enough I have contacted you all last March to express my concern, and now I contact you to express my disgust. It saddens me to see that the mayor is determined to waste my tax dollars. Not only to waste my tax dollars, but to waste them in the act of destroying what is the finest bicycle infrastructure that the entire Phoenix metro area has to offer. I'd also like to add that since I've last communicated with the city council expressing my disdain at the desire to waste my tax dollars building infrastructure only to try and destroy said infrastructure less than a year later, that a large number of cyclists in the community I know personally, have been involved in hit an run accidents with cars. Please consider that infrastructure such as this is important for the safety of cyclists traveling among main roads. If a college student texting and driving crashes into my car at 20mph, it's not a big deal. I'm sitting in a steel cage, I have insurance, I can replace my car. If that same college student crashes into me at 20mph while I'm on a bicycle, I could suffer serious injury, broken bones, torn ligaments, serious lacerations and if they decide to leave the scene of the accident (which they often do) I will then be footing an emergency room bill. My last emergency room visit was over \$2,000 when I crashed my bike. My injuries may be lifelong and debilitating. Protected bike lanes will very much help prevent someone from suffering this fate. I live and work here in Tempe and I can think of nothing that appears more foolish to me as a taxpayer, than my city council spending my tax money to rip out infrastructure which improves the city. Not only spending tax money to make Tempe a less pleasant city to live in, but wasting the tax money that was already spent to construct this infrastructure. If anything, the city need more transportation infrastructure that does not revolve around the transport of delivery truck sized pickups and automobiles carrying a single individual each. I'm an avid cyclist, and I ride road bikes. I do everything from 100 mile endurance cycling to a nice lazy 3 mile commute to work. The bicycle lanes on McClintock are some of the finest infrastructure that exists in the Phoenix metro area in my opinion, and I have ridden all over the city from East Mesa, to Northwest Glendale. These bike lanes are the only

infrastructure in which being hospitalized by someone in a pickup truck doesn't stay firmly planted in the back of my mind the entire time I am passing through. Due to the bike lanes on McClintock, I am able to safely and easily cross US 60 coming north without having to take a large detour, or take my life into my hands. In fact, cyclists have felt so safe in these lanes that, I have previously seen a mother and her young son riding their bikes together down McClintock road. I have ridden thousands of miles across the metro area in the last three years and I have never seen anything quite like this, most people do not feel safe in traditional bike lanes. My commute to work takes me from the Broadway and College avenue area to Broadway road and price. I use these bike lanes every day, and because these bike lanes exist I am able to patronize businesses at the shopping center at McClintock and Southern on my way home from work. I would likely not patronize the businesses otherwise, or patronize them much less. I am also able to travel north and patronize businesses along Apache Blvd, and access the areas of town which are north of the Railroad tracks which parallel Broadway. Do any of you know how inconvenient it is for cyclists who live and travel in this area to get around these tracks? If I want to cross the railroad tracks that parallel Broadway road I currently have a few options. I can cross at college avenue, which is a fairly safe road to cycle on. I can take my life into my hands and attempt to cross along rural road. I can ride all the way east to Mill Avenue. But if I am west of College avenue, McClintock road is the only safe option unless I want to cycle all the way to Mesa and use Dobson road. (Which by the way, the city of Mesa has an excellent system of bicycle routes, and the City of Tempe should look at their system for some inspiration.) If you remove the bike lanes from McClintock road, it will make crossing these railroad tracks on the east side of town a very dangerous proposition for cyclists, or a very time consuming detour discouraging bicycle use. Removing the only safe option on the east side of town for two miles in any direction would be a very unfortunate thing for the council to do. Cycling builds a community. I am a board member at the Bike Saviours bicycle co-op. We are a non profit organization dedicated to teaching individuals about bicycle maintenance and repair. What we have at our shop is the essence of community, people working together towards a common goal for the betterment of everyone involved. Making cycling a more attractive form of transportation within the city of Tempe can only improve the community of our city. Cycling promotes health and physical fitness. In a time when over 60% of Americans are overweight, 33% are obese, and heart disease is one of the #1 killers in America, the city has the opportunity to promote a form of transportation which is not only efficient and inexpensive, but benefits the health and well being of the people who use it. This is a very good thing. Maricopa county has the worst air quality in the United States. a large portion of that is driven (excuse the pun) by exhaust and dust kicked up by automobiles. I can't speak for anyone but myself, however I can tell you that I do not enjoy breathing in automobile exhaust fumes. Reducing the amount of car traffic within the city can only be a good thing for the air quality in Tempe. To be perfectly honest, the more time I spend sitting in traffic the more firmly I am convinced that using an automobile, large SUV, or pickup truck as the primary form of individual transportation within a large population center (Especially for short distance trips) can only be considered a form of insanity. I was very pleased to see that the city of Tempe is willing to take initiative, and explore the idea of creating transportation infrastructure which exists to move people, not cars, around the city. I am writing you today to let you know that in this initiative, you have my full support. You, the Tempe city council, have the opportunity to be leaders among the Metro area in cycling infrastructure, and alternative forms of transportation to the automobile. I am a believer in reducing automobile usage, and I believe that we have a choice in this world. To lead, or to follow. Those not willing to lead should move out of the way for those who are able. I urge the council to choose the first option, to be a leader. Improve the quality of life for the residents of your city. Do not follow the

current paradigm that transportation infrastructure exists to move automobiles from place to place. As a voter, I feel very strongly on this issue. Removing the bike lanes on McClintock road would directly affect my quality of life here in a negative way, and the lives of all of the others in the cycling community. I cannot in good conscience, support this removal, nor any of those who would desire to see it come to fruition. These bike lanes may provide a minor inconvenience for those people who travel during rush hour traffic. Minor inconvenience being an extra minute or two of commute time. However in my opinion the benefits of keeping them out weigh the negatives by several orders of magnitude. Please make the right decision for improving the quality of life in our city. Keep the bike lanes. Thank you very much for your time. Alex Frank

35. 10/12/2016 Hello, My name is Zoe Stein. I have been living, attending school in, and working in Tempe for five years now. I do not own a car. I depend on my bike and the light rail to get around Tempe/Phoenix. I have been hit twice by cars while on my bike in Tempe *but both times were a result of biking on the sidewalk when no bike lane existed. I use that McClintock Bike Lane and when I am in the bike lane, I know I am safe. If you take out this bike lane, because the cars perceive*** and increased travel time, despite what the numbers say, you are putting my life in danger and saying I, as a citizen, count less. Please do not do this. Please KEEP the bike lane on McClintock. Thank you Zoe Stein
36. 10/12/2016 I hear that there's a consideration to remove bike lanes from Tempe. That is such a bad idea and I don't support it. Ben Kaplan
37. 10/12/2016 Hi, I write to support KEEPING the bike lanes on McClintock. Here's why: The bike lanes are not the cause of the traffic congestion on McClintock. If you remove the lanes, you'll still see plenty of traffic--cut through traffic moving from Chandler so of Ray, traffic from Scottsdale moving through Tempe on their way south and trying to avoid the crowds on the 202 freeway, traffic finding it easier to get on the Eastbound traffic on the 60 than to take the 202 loop to the 60. What sort of town do we want to live in? One that supports safety for bike riders. Roads that discourage that cuthrough traffic. Keep the lanes, please. best, Paul Morris
38. 10/12/2016 Hello Council, I vote for saving the Bike Lanes on McClintock. I live off of McClintock/Guadalupe and have for over 12 years on that corner I do not see a difference in traffic with or without them. My commute to work is daily up and down McClintock (from Guadalupe to Broadway) during the busiest time of the day. The lanes are being used by bikers, especially with the nicer weather. I support Tempe being a bike friendly city & moving forward with changes to our bike friendly community. Myself and both my children feel safer riding our bikes on McClintock with these bike lanes vs. the sidewalk. We feel safer and feel the need of having these lanes are necessary. Thank you for everything you do for our amazing city. I am proud to be a Native of this awesome City. Vanessa Greffe
39. 10/12/2016 Please please please keep the bike lanes. In fact, add lots more. I can get pretty much everywhere I need to go using my bike and I love it. Exercise + good for the environment. It makes Tempe a much more desirable place to live.. Best wishes, Susanna Fishel, 313 East Cairo Dr. Tempe Susanna Fishel
40. 10/12/2016 I have been informed that a group is asking the city council to remove bike lanes in the city. Please do not remove any of our bike lanes. They are much safer than riding bikes on the sidewalk or in the street w/o a bike lane. Thanks, Laura Mullen
41. 10/12/2016 Hello, I am writing with concerns that the McClintock Bike lane is potentially going to be removed, and this directly affects me as I use this lane to commute on a daily basis. Having protected bike lanes not only ensures that anyone biking along the road is safer, but it also encourages more people to use these lanes rather than commute by car. With pollution as bad as it is already in the Phoenix Metro Area, I can't understand how we can consider ourselves a "bike friendly" area if we have minimal infrastructure set up for bikes as it stands, and plans

are to remove some of the best infrastructure the city has to offer. If anything, there should be additional lanes put into other roads, and biking should be encouraged, not only for the health of our environment, but for the populace as well. I ask of you, please do not remove the bike lanes, as it is vital to biking in Tempe, and would only discourage more bike friendly (and thus people and environmentally friendly) infrastructure from being put into place. Thank you for your time, and I hope my words encourage you to do what is best for the city. Richard Maffei

42. 10/12/2016 And especially around McClintock. I have a middle schooler who rides her bike to school and there are plenty of others around here too. Kim Miles
43. 10/12/2016 Please don't remove the McClintock bike lanes. Not every resident of Tempe travels by car, but we all pay taxes. Bike riders have a right to safe routes throughout the city. Thank you, Kathryn Hopkins
44. 10/12/2016 As someone who commutes every day to my job by bicycle, I am deeply concerned to hear that the Council is considering removing the new bike lanes on McClintock. Our students at ASU use these lanes, as do many bike commuters. Bike lanes save lives, and we need more bike lanes, not less. Jeff McMahon
45. 10/12/2016 I was hit by a car as it came from behind me and turned into a business on Baseline near Priest Dr. This driver stopped and admitted she was distracted by work and her phone. I live in Tempe and think the bike lanes are fine. People may not be used the candlesticks barriers, but please leave the bike lanes there! If biking is safer, more people will support it. Please allow bike lanes to keep us safe. Thank you for attention in this matter. Concerned citizen, Kathleen McNamara 51 year old female.
46. 10/12/2016 The bike lanes certainly have not effected traffic overall. If we are still a bike friendly community then we should aggressively be adding more bike lanes like on Rural south of Divot. Keep the McClintock bike lanes don't give in again like you did on the Seat Route. Jonnie Mulford
47. 10/12/2016 After a year, the data clearly shows a significant decrease in car crashes, with no increase in travel time for cars. **Public opinion should not replace traffic engineering and safety.** According to the Federal Highway Administration, road projects like the McClintock one save lives. Studies show a 19-47% crash reduction for all modes – people in cars, biking, and walking. If the bike lanes are removed, bicyclists will be required to take the lane in front of 40+ MPH traffic or ride on the sidewalk, where the risk of a collision is highest. The voter-approved Tempe 2040 General Plan calls for more bike lanes, not less. This action sets a precedent for the next 5-10 years in Tempe. Please save the bike lanes for everyone's safety and benefit. Motorists may be angry but the numbers do not lie. The bike lanes are good for bikes, cars, and lives. From vacation in Thailand, Sincerely, Ben Conner.
48. 10/12/2016 Dear Councilmen I am a tempe resident and have been for almost ten years now. I enjoy riding my bike both for physical excersise and to comute. As our city grows our streets are only going to get more congessted. As I can see this might cause some peopel to want to get rid of our bike lines to make room for more cars, I think the oposite needs to be considered. I would like to see more bike lanes in our city as a way to ensure bike safety as well as promote a more sustainable comute choice. When people see these great bike lanes they are more apt to take to biking to work or school then they would be if they new they had to hug the curb next to racing cars. I recently heard that taking down the bike lanes on McClintock was going to discussed in November. I would like this message to reflect my **objection** to this action. Please keep the Bike lanes along McClintock as well as consider placing more of these great assests around our town. Thank you for your time. Ron Turner
49. 10/12/2016 Dear members of the City Council, I hope this note finds you all well. I am writing as a concerned citizen and cyclist regarding the proposal to remove the bike lanes on McClintock.

While I do not use those lanes recurrently (partly because I live nearby the Hardy avenue bike lane) it is all the more troubling that members of the City Council are actually proposing such a removal. Not only is the proposal unsound when it comes to recent studies on traffic safety but it also counters all urban planning trends. As a cyclist and a father of one (soon to be two), it really pains me to see our beloved City of Tempe putting cars ahead of bicycles, traffic ahead of healthy and family-oriented options. Thank you very much for your time and help. I look forward to hearing back from you soon. With all best wishes, Mauricio Suchowlansky

50. 10/12/2016 Hello, I have lived in Tempe since 2006, and one thing I like about the town is the lanes on the streets designated specifically for bikers. This allows for me to ride my bike to places that I usually would not, as well as helps me save money on gas and reduce the number of cars on the road, especially on the weekends. I also feel that having bikers on the road, would hopefully open the eyes of others to consider riding their bikes places as a more sustainable solution to driving a car everywhere. If there were more bikers on the road, there would no need to be discussing the need to eliminate the bikes lanes. Also, there is a high school on McClintock road and I often see children use bikes as their means of transportation to and from school. Eliminating the bike lanes does not allow a place for these children to ride their bikes, which can then become more of a safety issue than if there were designated bike lanes. Given this information, I would like the bike lanes to remain on McClintock Rd, along with with the other roads in Tempe as well as more roads have designated bikes lanes. Thank you for your time and please let me know if you have any questions, Natasha Huzevka
51. 10/13/2016 Please do everything you can to save our bike lanes. Bike lanes are crucial for safety and for keeping the Tempe we love. Sincerely, Rose Weitz
52. 10/13/2016 Dear Council Members, Riding McClintock is safer because of the bike lanes. I and many others ride bike to remain healthy. I ride with my grandchildren to teach them road safety and enjoy exercising. Please keep the bike lanes to help us all to remain safe and live healthy. Thank you for your time. Ruth Condon
53. 10/13/2016 I Bicycle to work every day. This saves our Quality of air and our Resources. Get on a Street with no bike lanes and the Auto's, Trucks and Buses must all go around you and any one could take you out. If Tempe wants to Keep their standing of one of the top 10 Bicycle Friendly Cities in the Nation. Start taking away Bicycle Lanes and see how fast Bicycle Accidents go up and How Bicycle Friendly is removed. Not to mention law suits like I had this accident on my Bicycle and would not have happened when we had the Bicycle Lanes. Thanks for considering this input. Steve Nestvold
54. 10/13/2016 Thank you very much for creating the bike lanes on McClintock. We frequently cycle with a bike trailer to shop at Trader Joe's and then ride up to Sprouts. Unless we rode back (west) to College and then up to Alameda and east again to Sprouts, it was a pretty hairy experience to ride north on McClintock and so we often rode on the sidewalk. This is great. Thanks! Sincerely, Kip Goldman
55. 10/13/2016 I am a thirty year resident of this fine city. I urge you to examine the safety statistics and accident incidences when also listening to public opinion regarding these bike lanes. While it is important to listen to complaints and understand people's frustrations, it is also imperative to strive for the entire public's safety. As the central city grows upward and more dense, and public transportation integrates with private methods further away from the core, bicyclists as residents, workers and tax payers become more attractive to accomplish a city of safe transportation for all residents. Let the frustrated motorized drivers move to Queen Creek, where density and the lack of bike lanes causes long traffic lines and bicyclists flirting with the daily threat of injury or death. Sent from Ted Falkowski

56. 10/13/2016 To the City Council: As a former Tempe resident and avid cyclist I am appalled at the consideration to remove the McClintock bike lane. During the two years I lived in Tempe the McClintock bike lane was one of my primary routes as a bicycle commuter. I rode my bicycle approximately 200 miles each week and saw first hand how well used the McClintock bike lane was used by commuters and recreational riders alike. It would be a major detriment to the safety of all road users for the bike lanes to be removed. If anything they should continue to be expanded with more routes added to encourage healthy life styles, responsible travel choices, and general well being of the greater Tempe community. Thank you for your consideration, Andrew Hillier
57. 10/13/2016 Dear Tempe Council Members, Please keep the new bike lanes not only on McClintock, but the rest of the city. The benefits for both health and safety outweigh the alternative. I live in Tempe and have been bicycling in around the Tempe area for more than 30 years. I bicycle for work and recreation. The safety provided by the lanes is excellent. We are coming into the best time of the year for cycling and I have already noticed more use on my morning commute to work! We have them, please don't let them go away. Thanks, Dave Ihns
58. 10/13/2016 Dear City Council Members, Just wanted to send over a quick **thank you** for installing the bike lanes on McClintock. I appreciate all of the work that went into approving and installing the lanes. As an avid bike commuter I feel much safer about biking around Tempe and excited about the future development of bike infrastructure around the city. It's extremely disappointing to hear that the bike lanes are under threat of removal. I would ask that you not remove them on the account of the individuals that don't bike, or haven't even tried out the new lanes on McClintock. If we take away the bike infrastructure less people will bike. Taking them away also sends a message that the city supports cars over alternative, more sustainable, modes of transportation which is a lofty message to send. Divesting from sustainable modes of transportation would be a reason for me to look into moving out of Tempe and into a city with a firm position on sustainable development for all citizens. I appreciate your time. Thank you, Katie Schumacher
59. 10/13/2016 to whom it may concern: As a citizen of Tempe, I am writing to express my strong opinion to keep on the newly constructed buffered bike lanes on McClintock Dr., as I have heard there will be a hearing this coming November about possibly removing them. I think this would be going in the complete opposite direction of what Tempe has worked so hard to try to accomplish in past years, to become a cycling mecca for both the Valley and front runner in example cities across the U.S.. The buffered bike lanes make a strong north south connection through the city that is otherwise not easily made for cyclist of all kinds including recreational riders, commuters, and sport riders. As there are many studies that show that cycling incidents exponentially increase when a cyclist is forced to ride on the side walk or even worse, try to take a lane of traffic when the cars around them are going well over the 40mph speed limit. So again I am strongly opposing removing the new bike lanes along McClintock and believe they should remain in place and possibly even improved more to include landscape buffers where possible instead of just stripping and candlesticks. Cordially, Justin M. Azevedo,
60. 10/13/2016 Please save the McClintock Bike Lanes. We need more bike lanes on major thoroughfares to encourage more people to ride their bikes for transportation and exercise. BJ Ayers
61. 10/13/2016 Data has clearly shown a major decrease in car crashes, with no increase in travel time for cars. According to the Federal Highway Administration, projects like the McClintock bike lanes save lives - studies show a 19-47% crash reduction for all modes – people in cars, biking, and walking. Removing the bike lanes will push bicyclists back into 40+ MPH traffic or

force them to ride on the sidewalk, where collision risk is highest. The Tempe 2040 General Plan calls for more bike lanes, not less. Thank you, Perry Laufenberg

62. 10/13/2016 Good morning, Thank you for taking the time to read this email. I am writing you due to my growing concern over the possible removal of the McClintock bike lanes that were recently constructed. I am, admittedly, not the most active bicyclist currently. One of the biggest obstacles for me when it comes to riding my bike to a from work, for example, is the lack of infrastructure that would allow me to safely get from point A to point B. While the McClintock bike lanes are not part of my work commute, they represent a movement in the right direction. If we start pulling OUT bike lanes, it sets a precedent that Tempe does not want to invest in community. When I think about my favorite cities in the US to visit, they all have a community built around walking and biking. Instead of giving in to the demands of few disgruntled drivers, please keep a complete vision of the Tempe you want to build. Thanks, Paul Gardner
63. 10/13/2016 Hello, My name is Lisa, and I'm a homeowner in the Hudson Manor neighborhood. We recently moved from Central Phoenix to Tempe in July, and we love the bike lanes throughout Tempe. Just yesterday, we took the bikes lanes on McClintock for the first time to bike south (and back) on Elliott. My fiancée remarked how fantastic the bike lanes were. They're wide, allowing us to be away from the traffic and the candlesticks helped us feel protected from nearby cars. In fact, it was the safest we've felt biking in Tempe - or in the Phoenix area for that matter! We urge the City Council to keep the bike lanes on McClintock. They are a model of how bike lanes should be done. Removing them would be to the detriment of our public safety. Thank you for your time, Lisa Gunter
64. 10/13/2016 Greetings Good and Honorable Folks, Thank you for allowing us a time to provide feedback on the McClintock Bicycle Lanes which my children and I use several times a week to commute to their school and back! As we can now see traffic congestion has been completely unaffected and leaves me to believe who ever is complaining are probably blissfully unaware of Global Warming or the Air Pollution they are causing when they motor all around on Petrol. Some of us have EVolved and no longer require Petrol for transportation. We actually need more Bike Lanes and more encouragement to wean folks off and out of their gasoline cars...not less. Paris France has recently banned Internal Combustion Cars made before 1997 inside the city from 8:00am to 8:00pm M-F and the German Parliament is attempting to bannish any new Internal Combustion Vehicles from Germany by 2030. It is high time Tempe, Maricopa County, and Arizona keep up with the times and not descend into the Dark Ages. Sustainably Yours, Andrew Lane
65. 10/13/2016 The idea that there is even a discussion about removing the bike lanes is incredulous. Please do what you can to keep us from reverting back in time. Bicycles make this city great and the more council support we have on this issue the better. Bike lanes encourage cycling, improves health, helps the environment and makes us more of a community. Please add more lanes and trails whenever the opportunity permits. Bonnie Griffin
66. 10/13/2016 To all: It is important for us to keep the Bike Lane of Mc Clintock Avenue, please do not take off this bike route. Thanks Austrebero Negrete
67. 10/13/2016 City Council I live on the corner of McClintock and Hermosa and have seen first hand the benefit of the bike lanes, not only for bikers but for vehicles as well. When I arrive home from work, traffic is not backed up with 6 lanes of cars wide and I haven't seen an accident in a long time (there used to be a car with bumper damage parked in front of my house almost every weekday last year from people trying to cross 3 lanes). It's much easier to turn left on Hermosa without having to cross 3 lanes of traffic. It's nice to be able to walk a dog on the sidewalks without having bikes constantly flying by now that bikers are using the bike lanes. It doesn't make sense to have 6 lanes of traffic on McClintock when the highway is only one mile

away. If this road were to become 3 lanes again I think the streetlights should be removed and it should be designated as a highway with proper on and off ramps... not used as a city street.

Thanks for reading Joseph Duddy

68. 10/13/2016 As a mother whose children attend High School on McClintock Drive, I am extremely and always concerned for their safety and the safety of the friends and fellow students. When our city added the bike lane buffer lane in front of the schools, safety was improved at no cost to drivers. Now I understand that a few people passing through our area, wish to drive faster and save a possible few seconds off of their commute elsewhere. I, however, am far more concerned about the safety and lives of the residents. These bike lanes, and I personally have not ridden in them, serve as a protective barrier for the hundreds of children and other residents in our area of all ages and physical abilities. Having the bike lanes there keeps the speeding cars away from killing the next generation of residents. Unless you plan on moving the schools to safer areas, please do not waste hundreds of thousands of dollars to remove these safety barriers. It would be a huge step backward and if you did, every time that students are hurt or killed because some distracted speeding driver saved some time, some of the responsibility will rest with your poor decision. I believe that our children's lives are worth far more than a few seconds of someone's commuting time, aren't yours? Janet Basset
69. 10/13/2016 If the McClintock bike lanes are removed, bicyclists will be required to take the lane in front of 40+ MPH traffic or ride on the sidewalk, where the risk of a collision is highest. The voter-approved Tempe 2040 General Plan calls for more bike lanes, not less. This action sets a precedent for the next 5-10 years in Tempe. Public opinion should not replace traffic engineering and safety. Despite the public outcry about removing traffic lanes on Broadway, there is no discussion to remove those bike lanes. According to the Federal Highway Administration, road diets like the McClintock project save lives - studies show a 19-47% crash reduction for all modes - people in cars, biking, and walking. Please do not remove bike lanes in Tempe. Todd & Kathy Runck
70. 10/13/2016 Tempe City Council: As a homeowner in a neighborhood off McClintock Drive, a recreational cyclist and bicycle commuter that uses the lanes myself regularly, and a runner that appreciates the added buffer when I am not on my bicycle, I am very concerned that keeping the bicycle lanes is even a question. With the time and effort that it took to put them in place, only recently, and the increasing need for clearly designated bicycle lanes, a move to get rid of the lanes seems like a waste of taxpayer money, and it does not advocate for a safer environment for the taxpaying citizens and their families. In today's times, there are more people commuting by bike. It would be a giant step backwards to remove these lanes economically, environmentally, and in consideration of maintaining a safe pathway for cyclists. My husband and I purchased a home in the Tempe community, because of the more proactive building of bicycle lanes, and the canal system. Since the lane was put in place, I have felt safer biking on McClintock albeit there are still some cars that continue to disregard there being a bicycle lane. I believe they should be painted green. Keeping bike lanes designated only by a single white line does not help drivers distinguish between a bike lane and shoulder. Protected lanes increase safety for kids and families in the neighborhoods, pedestrians who walk along the sidewalks on McClintock, cyclists and drivers. Being a cyclist, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place

to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. I'm aware of two people recently being hit by vehicles in the Tempe-Phoenix area. Safer biking is a priority. It would be illogical to regress in this aspect. Please not only work to maintain these bike lanes, but continue to expand upon these efforts to be a leader and model for other communities. Thank you for your time. Sincerely, Annie Podkowsky

71. 10/13/2016 Good afternoon City of Tempe Councilmembers, My name is Ronny Slawson and I have been a Tempe resident for nearly 20 years. As a proud Tempesian, I was overjoyed when the bike lanes along McClintock Drive were installed and have used them quite regularly ever since. They provide a much safer environment for cyclists and runners alike, and do not create traffic delays from my experience. When I found out that the City of Tempe was considering removing them, I felt a need to take action and prevent this from happening. Please reconsider removing these valued traffic features, as they are both functionally safer for drivers, pedestrians and cyclists and they are aesthetically appealing. They give the road a "spacious" sense and tend to calm drivers down. Best Regards, Ronny Slawson Concerned Tempe Resident
72. 10/13/2016 Hello Tempe City Council, On November 3rd, Tempe City Council will discuss REMOVAL of the bike lanes on McClintock. I am writing to express my support for keeping the bike lanes in place. Based on the data I've seen, these bike lanes have resulted in a decrease in car crashes, with no increase in travel time for cars. In addition to creating a safer commuting environment for everyone (drivers, cyclists, and pedestrians), a commitment to bike lanes creates a safer WORLD for everyone. Global warming is an issue that demands humanity's urgent attention - we need forward-thinking urban centers like Tempe to take the lead in supporting transportation that doesn't consume fossil fuels and contribute to global warming. Thank you for your consideration and please make the right choice by keeping the bike lanes! Best regards from a concerned citizen and cyclist, Natalie Pendragon
73. 10/13/2016 I would like to reiterate my support for the McClintock bike lanes, as I have in the past. This is a very serious issue for me. I am one of the commuters that regularly uses the bike lanes to commute from my home near ASU to work at the ASU Research Park. The lanes are for me, a godsend. As a result of these lanes my commute is safe, fast, and great exercise all in one. Additionally, it's carbon-free! There will probably be arguments from the opposition that the bike lanes aren't being used as much as one might think, that cyclists on McClintock are riding the wrong direction or on the sidewalk, or complaints about auto traffic and waits at intersections. As bike infrastructure becomes normalized across our city, these arguments will hold less and less water. I will be taking note of how councilmembers vote on this and other bike-related issues. I will not support any councilmember who chooses to take Tempe backwards. In the voter-approved Tempe 2040 General Plan, we outline our support for more bike infrastructure, not less. Do not set bad precedent by removing these lanes. To me, they're vital! Thanks! Joe Karas
74. 10/13/2016 Please do not remove these bike lanes. Tempe has made great improvements to make this city one of the best bike friendly cities in the nation. You have a bike cellar, bike saviours, fat tire ride, triathalons...why would you negate all the great bike friendly publicity by removing bike lanes. Tempe needs MORE bike lanes if anything. Thanks for your time. Kathleen Tucker Tempe resident for 20+ years, asu grad, retired air force and lover of clean air and alternative modes of travel. Kathleen Tucker
75. 10/13/2016 Hello, I am writing this email as a citizen of Tempe. I recently heard of a motion being brought forward to remove the new bike lanes from McClintock. I have been riding my bike across the city for several years now and I must say the bike lanes were a much needed and

long awaited addition to our roads. Please consider keeping these lanes in operation I (along with my fellow bikers) can ride our bikes on our commutes safely. Regards, Stuart Lange

76. 10/13/2016 Please keep the bike lanes on McClintock! When riding to school from Baseline to Southern I use to have to go on the sidewalk, now I can stay in the bike lane. You promote yourself as a bike friendly city but your considering taking away bike lanes? Why wouldn't you have bike lanes next to a high school? Thanks for listening. Jeff Dunn
77. 10/13/2016 Dear City Leaders- This morning I was driving northward on McClintock running errands and dropping my teen aged children off at school. I observed numerous people of all ages abilities using the bicycle lanes along McClintock. Both cars and bikes were able to use the road as they needed, pass each other without difficulty and with safety, and neither form of traffic seemed to slow either down...when there were bike lanes. As soon as the bike lanes disappeared and cars and bikes had to share the same lane, difficulties appeared, and the tempers of others seemed to increase. It was clear to me that when the road is designed well for all kinds of users moving at various speeds, it works. As soon as the speed difference is there and cars must swerve, change lanes, or proceed slowly behind a bicycle rider, problems emerge and safety becomes a huge issue. Now I understand that you're considering spending tax dollars to remove the semi-protected lanes along McClintock which would only worsen the safety problem and force cars and bikes to share a lane at the slowest moving speed. In my opinion that would be a tremendous waste of limited funds, worse the living conditions, cost lives, slow everyone down, and be a regressive step. Instead, I'd like to propose that you use the funds you have to do this project with and instead, extend the existing bike lanes northward so that they are continuous and that drivers and riders could move more freely at their own pace in their own place and with increased safety. Jo S. Sesimone
78. 10/13/2016 Esteemed Leaders of our Fair City- You may or may not know this but there is horrible, unbelievable rumor floating about our great town that someone on your staff is considering proposing an expensive regressive removal of the bike lanes along McClintock Drive. How a member of our current Bicycle Friendly Community could conceptualize such a blunder is beyond my capabilities. I, and many others whom I know, choose to relocate to the Tempe area due to the health promoting infrastructure we have here. More bike lanes are what we voted for and desire, not less. Every penny spent to remove them is two too many wasted. We should be building more connections so that we encourage more cyclists to feel safer to use our roads instead of the sidewalks. Sidewalk riding is a very clear indication that more safety features are needed not less. Those drivers skipping the highway congestion that they have caused do not need to be forcing the residents along McClintock to accept a lower quality of life, great noise, more pollution, less safety, and becoming land-locked into place. We have the lanes and desire more not less. Please voted accordingly and in agreement with the bonds we have already passed. Thank you, Paul Ililanti
79. 10/13/2016 Dear City Council, Two years ago we purchased bicycles for our family of four after a trip to California where we had access to bikes in the home we rented in the Venice Beach/Santa Monica area. We realized after that trip that riding on a bike allows a person to see the beauty of a city in a whole new way! Upon our return, we purchased bikes for my husband, myself, and our two children (ages 9 and 11 at the time). We also just recently purchased a home one year ago in the Optimist Park neighborhood that runs along McClintock. We frequently utilize this bike lane for family rides around the city of Tempe and the ASU campus as well as our kids using them to attend school at Fees College Prep Middle School on the WEST side of McClintock. I am not sure what type of "negative feedback" you are currently receiving with the bike lanes currently in place along McClintock and why it would be even *considered* to remove them?! But I can tell you that one of the many reasons we chose to BUY

in Tempe was because **it is a** bike friendly community **which** offers many routes for individuals to take and allows for a SAFE riding experience for the bicyclist(s). We recently had some friends from Gilbert bring their bikes (via truck) to our home and participated in the Tempe Tour De Fat event at Tempe Beach Park. Even our friends commented on how they never knew biking in Tempe could be so pleasurable and it showed them a side to the city that they never new existed! I hope that you will not remove the bike lanes. As a tax paying, member of this community (who also works in Tempe along with my husband who works on the ASU campus) we wish for the bike lanes to remain! Thank you, Darre' Thaggard

80. 10/13/2016 Holding a lane of traffic on a bicycle is LEGAL IN ALL FIFTY STATES! That being said, in Phoenix it is nearly impossible to do. While holding a lane of traffic in Tempe, I was actually driven into the gutter by a school bus driver while attempting to do this as there was no bike lane and it was not feasible nor possible for me to ride on the sidewalk! I have ridden bicycles in many parts of the country, including Chicago and the Phoenix area is MORE DANGEROUS on a bike, yes, than CHICAGO. Please DO NOT REMOVE the bike lanes on McClintock. Bikes make a difference! Thank you for your time. -Brian Perkins Tempe, Arizona
81. 10/13/2016 Do not remove the bike lines from McClintock or any road. In fact, we need MORE bike lines. Bike lanes save lives, increase and encourage use of other transportation other than cars. Cycling provides great exercise and environmentally friendly transportation. Ride a bike on a road with the volume and speed of traffic on McClintock that doesn't have a bike lane...Greg NO LAST NAME
82. 10/13/2016 Hello Tempe Mayor & Council, I live in Phoenix, but please hear me out because Tempe's McClintock bike lanes still affect me. Cities that become more multi-modal are gaining ground, while those that don't are falling behind. I, along with countless others within and beyond my organization, have been working very hard to make Phoenix more multi-modal (at least Central Phoenix) and we see Tempe as a strong partner city in this effort -- even a leader. We rely on Tempe's leadership in many areas to help us push the boundaries of street design here in Phoenix. Tempe's McClintock bike lanes are a big part of that. They are an important physical manifestation of your leadership on this critical issue. I know the city of Tempe is your primary concern, but please know that if Tempe backslides on its commitment to people on bikes, then that will be felt here in Phoenix as well and endanger many of the projects that we are trying to achieve. I believe this impact to Phoenix also affects Tempe, because a more multi-modal region -- particularly around light rail stations -- benefits Tempe as much as anyone because it reduces the automotive burden coming into and through your city. So for the sake of people on bikes, Tempe, Phoenix, and even the broader Valley, please continue to set the example for us all and help push our region into a 21st century transportation paradigm. Please keep the McClintock bike lanes. Thank you, Sean D. Sweat President, The Urban Phoenix Project
83. 10/13/2016 Hi, I live in Tempe and I use the bike lane on McClintock to ride 8 miles one way twice a week to visit my mom and help her do things around the house like walk the dogs trim trees, etc. Basically the things she can't do anymore. The McClintock bike lanes have made me feel infinitely safer went making my trips. Please don't take away these bike lanes!! Thanks Aidan Schermerhorn\10/13/2016 Hello, My name is Muhammad Adnan Hanif. I have been living, attending school in, and working in Tempe. I do not own a car. I depend on my bike and the light rail to get around Tempe/Phoenix. I use that McClintock Bike Lane and when I am in the bike lane, I know I am safe. If you take out this bike lane, because the cars perceive*** an increased travel time, despite what the numbers say, you are putting my life in danger and saying I, as a citizen, count less. Please do not do this. Please KEEP the bike lane on McClintock. Thank you and feel free to reach out to me with questions! Muhammad Adnan Hanif

84. 10/13/2016 City of Tempe Council Members: I am writing to support the improvements already made to standardize the McClintock auto lanes (improving bike lanes along the way in some locations). These are the kinds of improvements that the city appropriately vets and prioritizes through public involvement on long-term planning documents. The long-term planning work was already done, and done well. The changes that were made to McClintock are improvements. They support a safer future for all Tempeans - both those who use automobiles and those on bike. Let us trust city staff's knowledge, dedication and hard work. The community has already set the direction. As a community we want to support a healthier, more resilient multi-modal future. The changes made along McClintock are a step toward implementing this vision for all of Tempe. Sincerely, Gretchen Reinhardt
85. 10/13/2016 Dear Tempe City Council, I am writing to express my support for keeping the bike lanes on McClintock. First of all, this was undoubtedly a significant infrastructure investment involving taxpayer money and input. At the bare minimum, removing the bike lanes on McClintock is a waste of taxpayer money and time (spent in traffic while everything is re-routed AGAIN). Simply from a practicality standpoint, the bike lanes should remain. More importantly, however, bike lanes provide a valuable and necessary travel infrastructure to Tempe and other cities. There are a large number of people in this city who bike for recreation and for transportation, and having bike lanes, particularly protected ones, is a necessity to keep them safe and to encourage more people to take up the habit of cycling to run errands or get to work. The bike lanes on McClintock were not intended as an experiment to see whether we should keep them or not; they are an investment in encouraging people to take alternative transportation, and to make sure that people can do so safely. As we as citizens consider the future of Tempe as a city, it is important to consider that, as the area continues to expand, we need to find alternative transportation options. Because of the climate here, biking is a uniquely accessible option for many able-bodied residents, and we should support and encourage people using the bike lanes by keeping them on McClintock. As many people have pointed out, the number of accidents on McClintock has decreased since the bike lanes were put in, because cyclists are now visible and protected. Additionally, even if the drive time has increased incrementally (apparently it hasn't, but for the sake of argument, let's say it had), it has only increased that small increment. The safety of cyclists in this city is worth that increment. In sum, I support KEEPING the bike lanes on McClintock. They are a positive investment in the local transportation infrastructure, and they are keeping more residents in this city safe as they recreate and travel, and that is an overall good. Thank you for your time, Meg du Bray
86. 10/13/2016 Dear representative, Please allow me to express my displeasure at the idea of removing the bike lanes on McClintock. As owner of a townhouse near to McClintock, I consider the bike path to be a great safety feature of the street. Biking is dangerous enough in the city without needlessly putting bikers in danger by removing safety features which have proved to be very effective. I look forward to the Tempe city council acting wisely and ignoring the few people complaining about the bike lanes. Respectively, John Huzevka
87. 10/13/2016 Hi, My name is Patric Carlson who has been cycling through Tempe for the last 13 years. It helps that a major road as McClintock has a bike lane! It slows down traffic as everyone traveling down the street pay better attention of what is going on. And the whole argument that is adds a ton of time to car commutes is true but overstated. I use the bike lane often as I live close to McClintock and Southern. Thank you for your time, Patrick Carlson
88. 10/14/2016 Please please PLEASE keep the bike lane along McClintock. They've provided me a safest way to travel around my neighbourhood and I'd hate to see them go. Lili Chen
89. 10/14/2016 Tempe is a bicycle friendly city! Bike lanes help keep cyclists safe by providing a buffer zone between cyclists and automobiles. When a cyclist and auto collide the result so

often is tragic for the cyclist. My spouse and I cycle almost daily. We enjoy the exercise, avoid parking hassles, and explore this city we love without adding to air pollution and traffic congestion. We use bike lanes! Please continue to support cycling and help keep Tempe cyclists safe. Keep the bike lanes on McClintock, and add more bike lanes across the city. Cyclists, especially the young and those new to cycling, really benefit from the extra cushion of space and the clear lane markings that designated bike lanes provide. Vehicle drivers also benefit from these pavement markings. The designated bike lanes help drivers be alert to the presence of cyclists and to know how much space should exist between vehicles and bicycles for the wellbeing of both. Thank you so much! Judy Myers-Sarrett

90. 10/14/2016 Hi Lauren, when I returned to Tempe last May and found the wonderful new improvement along McClintock, I was delighted. Following is an excerpt of that email (which is also in this email chain): "When I returned from vacation last May to find the roadwork completed along McClintock where we live, I was so delighted to find you had widened the areas provided for bicycles. I especially appreciate the buffer zone as it is nerve wracking when there are bicyclists riding right beside my car. It feels so vulnerable for them. I ride my bicycle daily but I'm not brave enough to go out on those busy streets, but care about those that do. I hope your stats prove to be positive in this direction. I vote yes!" I was **very** disheartened to find you folks now want to actually remove those bike lanes. What a loss that would be. I would like to reiterate my support of bike lanes and the **addition** of many more like them. Thank you. Melinda Louise
91. 10/14/2016 Dear Mayor and Council, I just heard that a few residents are requesting that the bike lanes on McClintock be removed. I am requesting that they are not. I know these have made cyclists safer as well as placing those on bicycles in a zone so that drivers can easily see and avoid them, thus making it better for vehicle drivers, also. The difficulties with dealing with bicyclists on Rural Road (e.g. cars swerving into lanes to their left to go around bikes in the right lane, cyclists riding on sidewalks being hit when they cross a street because they can be difficult to see, etc.) is a reminder of how important these lanes are. I know change, even a positive one, can be difficult for some. Please let this positive change remain. Thank you for your time, Joan Westlake
92. 10/14/2016 As an almost daily commuter along McClintock for the past several years, I am amazed at your decision to reduce the number of travel lanes in places from three to two so as to install bicycle lanes for a small percentage of the population who is brave enough to risk using them. In concept, I and numerous others with whom I have spoken, are opposed to this reduction. In reality, I have to begrudgingly admit, the traffic flow for both motor vehicles and non motorized vehicles flows so much better now. There is far less changing of lanes, drivers jockeying for position, and I see that traffic flows better while I am driving through there because the lanes are aligned better. While mathematically speaking two is fewer than three, two lanes for cars and one for bikes has cut down my commute time and made my life a bit less stressful. I have seen far fewer accidents and car crashes, as well. I may not like to admit being ignorantly wrong but data and my own experience with the new configuration is hard not to evolve my opinion into that of a supporter of bike lanes. They work and improve our area. So instead of removing these ones at great cost, why not use that extra money and build more because they improve the traffic flow for everyone? Make more and make them all safer and even I, in my sixties, will dust off my bike and starting riding more which would be one more car not, polluting, making noise, driving in those two lanes, or hogging up a parking lot space Paul Rosalini
93. 10/14/2016 Hello: Please DO NOT remove the McClintock bike lanes. I spend equal time driving and riding my bike--I have never been inconvenienced by the bike lanes while driving and am

continuously thankful for them when I ride my bike. The bike lanes also promote local business as my bicycling friends & I venture to places closer-to-home (rather than driving across the Valley looking for something to do/place to hang out). Thank you, Ches Calloway

94. 10/14/2016 Hello, My name is Yuliya Dzyuban. I have just moved to Tempe from New York and currently live, study and work here. I live on McClintock and bike to school every day. I have heard that you plan to remove the bike line because it supposedly increases the commute time of the drivers. I can't believe that this issue was risen at the first place and that the drivers' time is valued more than safety of people who do not own a car or reject to use it in order to make Tempe a more sustainable, clean and safe place to be. It will be very disappointing if you do and are willing to put my life and life of many other bikers in danger. Please keep the bike lane. Thank you, Yuliya Dzyuban
95. 10/14/2016 Dear Tempe city council, I live in the Shalimar neighborhood off of Southern and McClintock, and I completely appreciate and utilize the bike lanes on McClintock. Twice a week I bike to work at the Mayo Clinic in Scottsdale, finally being able to safely bike on McClintock. My boyfriend and I frequently bike to Mill Ave, Tempe Beach Park, and Tempe Marketplace. We also bike with our 4 1/2yr old twin boys to the "ice cream store" (Joe's Italian Ice) and use the McClintock bike lanes. We were at the last city council meeting in March, and plan on being at the session in November to show support of the bike lanes. It was appalling to hear peoples arguments against the bike lanes, they don't speak for me or anyone else I know. How is it even a question?? The bike lanes throughout Tempe have a very positive effect on my quality of life here in our city, and I want to see us to continue to move forward to a more healthy, environmentally friendly, and sustainable community for us and our children. Thank you, Meaghen Sharik
96. 10/14/2016 Hello Tempe City Council, I'm a student at ASU who does not own a car, and who relies on her bike to commute to campus and to other places. Closing this lane will mean that cyclists who use that road have to take extra time to commute. In addition, by removing the lane, we would be allowing more vehicles in the avenue, which would increase pollution as well as the risk of collisions because people and cyclists are likely to continue using that road. Please, do not remove the McClintock bike lanes. I urge you to consider this request. Thank you, Erica Berejnoi
97. 10/14/2016 Dear Tempe City Council, As an ASU student who bikes to school, and knows many others who do, I am writing to you to express concern over the removal of this bike lane. I do not agree with this, as it endangers the safety of countless students on their way to school, as well as many other tempe residents. Best regards, Taylor Bakeman
98. 10/14/2016 PLEASE....do NOT remove the bike lanes from McClintock Drive. As an avid recreational and commuter bicyclist who lives near McClintock, this has been a God send when I'm using my bicycle. I have family on the east side of the road and having the designated lane makes it so much safer and easier to use my bike as my main means of transportation. As a commuter (I bicycle to Phoenix), having McClintock as an artery to the lite Rail is vital when I don't pedal all the way to work due to time constraints or weather. Lastly, I appreciate having bike designated bike lanes on ANY major artery, makes cyclists much more visible and more out of the way of traffic. Tempe has always been a forward thinking, forward moving city, which is one of the reasons I chose to move here and raise my family here, removing these bicycle lanes at a time when all the research shows nothing but positive results as it relates to safety, the environment, and personal health, would seem to me to be a GIANT step backwards...and that's just NOT Tempe. Sincerely, Tim Edge
99. 10/15/2016 As a Tempe resident for over 25 years, and a bicyclist for about 20 years, I appreciate the safety of the new bike lanes on McClintock. Although a simple line won't protect

me from traffic, for the most part, drivers respect the bike lanes; especially where there are candlesticks also. I ride my bike about 6,000 miles every year, and most of those miles are in Tempe. When riding in the north-south direction, there are very few roads with bike lanes; especially with a wide road, so cyclists don't crowd the traffic. McClintock adds one more option, which is very helpful for cyclists. We appreciate this option! Bicycling is a wonderful way to get around; bikes use NO gasoline, are NOT polluting, and with our wonderful climate, are a viable means of travel. Commuting to work, school, or appointments by bicycle makes our whole community better. I belong to the Coalition of Arizona Bicyclists, Phoenix Metro Bicycle Club and Strada Racing Club; all of which advocate and appreciate access to bike lanes. Thank you for your consideration for all of us! Ann Chadwick Bike rider and happy Tempe resident

100. 10/15/2016 I would like to express my support for KEEPING the bike lanes on McClintock Drive between Broadway and Guadalupe Roads. I live very close to the Broadway/McClintock intersection. I am a lifelong Tempe resident and have been riding a bike since I was 7. I ride almost every day to run errands and/or for exercise. When the bike lanes were added to McClintock I began using that road as part of my riding routes. Previously I would avoid using McClintock as I felt it was too dangerous to ride on. I now visit numerous businesses along that road as it is much easier and safer for me to do so. Removing those bike lanes will mean I will stop visiting those businesses as often. I am also concerned that removing those lanes will set a precedent that will be used in the future to remove other bicycle infrastructure. I will be attending the city council meeting on November 3rd to express my support for these bike lanes. David Babcock
101. 10/16/2016 Please keep all the bicycle lanes. It makes it safer for bicyclists across the city to have bicycle lanes on each of the busier roads. I have ridden on busy roads without bicycle lanes and I have noticed that some drivers think that the roads are for cars only. Thanks, Jeremy Russ
102. 10/16/2016 Please keep our bike lanes on McClintock Drive. Yes on safety. Yes on bike lanes. JP Chalarca
103. 10/16/2016 Council members, I live on McClintock and regularly commute to work by both car and bicycle (about half and half). The McClintock bike lanes are fantastic! Biking with that great buffer to my left gives me confidence and makes me feel safer. When I drive on McClintock, the bike lanes do not bother me, nor do I feel the traffic has increased since they were put in. Actually, when I see the cyclists from inside my car, it brings a smile to my face ("Yay, safe biking!"), as well as making me feel both jealous ("Wish I was riding!") and guilty ("Why am I driving!?!"). Needless to say this just makes me ride more! A portion of my bike commute involves riding along Broadway, and the difference is night-and-day. I ride on the sidewalk when there aren't bike lanes, as I do not feel up to sharing the lanes with high-speed (comparatively) cars. However, I have to be extra vigilant, because cars rarely see me on the sidewalk, and I've had several close calls. I'd LOVE it if similar bike lanes were put in on Broadway! Speaking of which, it would be great if the McClintock lanes continued north beyond Apache, all the way to Rio Salado. Biking to Tempe Marketplace would be extremely awesome. Please keep Tempe infrastructure moving in the right direction, and leave the McClintock lanes in place, and expand bike lanes on both McClintock and elsewhere in northern Tempe. Thank you for your time and for serving the will of the people. Heath Lesjak
104. 10/16/2016 Dear City Council, I don't have a drivers license, which means biking is very important to me. Because I live on McClintock and Southern, I think the bike lanes on McClintock are great! I use them regularly, and I'm about to start a job where I will use them every weekday. Please keep them and add more bike lanes across Tempe. Thank you, Gabriela Lages

105. 10/16/2016 Hello, This is to advocate KEEPING the bike lanes on McClintock. I moved to Tempe 30 years ago when there was practically zero bike infrastructure. Tempe has come a very long time since then and has implemented many commendable improvements, of which the bike lanes on McClintock are just one example. I use the bike lanes almost daily on my commute from McClintock and Alameda to the Intel campus on Chandler and Rural. These bike lanes make it possible for me to get to and from work faster (in an almost straight line) and more safely than on any other route. Instead of removing them I would like to encourage the Council to think of extending them northward across Broadway under the railroad bridge all the way to Curry on the other side of the river. I don't know what, if any, usage data studies have shown for the bike lanes on McClintock. But even if such data shows less than expected usage at this time, I would still support keeping them. Bike lanes are a visible symbol to any motorist that cyclists are equal members in traffic. If congestion control in Tempe is a major goal, more cycling needs to be encouraged - something which cannot be reasonably done by removing existing bike lanes. Thank you for your consideration, Matthias Giessler
106. 10/16/2016 To the Tempe City Council - Hi - My name is Shannon Jenkins, and I care about the bike lanes on McClintock. I use the bike lanes on McClintock, in my job as a Jimmy Johns bike delivery person, to commute to the shopping centers off of Southern and McClintock, and recreationally. I consider myself a member of the bike community in Tempe, and it's one of my favorite things about Tempe. I volunteer weekly at Bike Saviours, a Tempe bike collective where I help people learn about bike maintenance. I bike to and from work, where I bike five or six days a week for Jimmy Johns. I also occasionally go on various social rides around Tempe. I bike most of my errands, though I do occasionally use my car. In fact, since January of this year, I have put about 5,400 miles on my bike, and only 2,600 on my car - that's because I care about climate change, and biking my errands feels better and healthier for me and my community. I want to point out, too, that I have ridden nearly all of those 5,400 bike miles AROUND Tempe - occasionally I bike to Downtown Phoenix, or take a longer trip out to Chandler, but I don't race, or bike competitively, or take long trips - mostly, I'm biking in Tempe. Mostly I bike in the bike lanes, but sometimes, I have to use the right lane of traffic because there isn't a bike lane or even a shoulder of the road for me to ride on. I almost never use the sidewalks, and never for more than a couple of hundred feet because they just aren't safe for me. The bike lanes along McClintock are the nicest and safest bike lanes I've ever ridden in. I am often frustrated by drivers that turn right directly in front of me, forget to look for me, and honk and yell at me for no reason other than I am in the road. I have been hit twice by cars in the last year and a half. But I've only ever had good experiences in the McClintock bike lanes. I attended the last city council meeting in the spring discussing the bike lanes because I am strongly in support of them; I intend to attend the meeting on November 4th as well. I am a resident of and registered voter in Tempe, and I want my city council to know that the bike lanes are important to me. Thank you for your time, Shannon Jenkins
107. 10/16/2016 Hello, My name is Kyle and I live in New Orleans; however, my sister lives in Tempe. Her primary means of transportation is biking, a smart and eco friendly alternative to a car. I care about her well-being, safety, and livelihood. The primary intent of transportation should be to ensure safety for all. For this reason, bike lanes are incredibly important to me and the people I love. I implore you to reconsider tearing up newly installed bike lanes because people driving cars are slightly inconvenience by the presence of environmentally and health conscious people riding bikes. Please keep the bike lanes to help ensure safety for our vulnerable bikers on the roadway. Best, Kyle Jenkins
108. 10/16/2016 All of the Council and Mayor should get a copy of the November/December issue of the publication Bicycling. In this issue It rates the 50 top bicycling cities. Tempe has

slipped from 17 to 22. Why, because we have not kept up with added bike lanes and city sponsored bike events or bike share. Some great articles about what other cities have done to improve biking and other articles about why some cities have a lower ranking because of doing some dumb things like taking away bike lanes. If Council is serious about our Master Plan they should step up the biking awareness and stop being influenced by a small group that bring political pressure. Hope all will read up in this issue of Bicycling. Jon Mulford

109. 10/16/2016 Regarding the McClintock bike lanes, please consider the use of adaptive cycles and the needs of the disabled, veteran, and aging community as you continue your plans keeping in mind long-term objectives of our city and sister cities Mayor Mitchell's dementia friendly Tempe. There are many active seniors and seniors who would like to be more active and would love to enjoy riding their bike to the park if they felt safe to get there. There are many disabled civilian and veterans who feel the same way. We can either stay home and work on our co-morbidities collect social security and disability checks or engage in an active lifestyle. Disability does not mean the end of an active lifestyle. These are growth pains of a city, trying to balance traffic and potential sales tax revenue with the needs of a "livable" likable enjoyable city. I'm sure there are other successful models out there. I vote keep the paths, paint them up with illuminating paint at night. Catherine Brubaker
110. 10/16/2016 My daughter is a recent ASU graduate and Tempe resident who bikes for her delivery job, as well as for greener commuting to area services and recreational riding. The bike lane is paramount to her safety by creating a large buffer from inattentive or aggressive vehicle drivers. Also, the removal of the single spare lane creates a more reasonable crossing at lights. Thanks to this improvement, all road users now have fewer lanes to cross with little or no increase in automobile travel time. Please continue to keep the bicyclists safe by keeping the bike lane on McClintock -- preventing injury to death should be the priority. Mary Wellman, mother of Shannon Jenkins
111. 10/17/2016 Dear Council, I favor keeping the McClintock bike lanes if they have resulted in fewer crashes and better safety, especially if they have resulted in no significant time delays for cars, bikes, or pedestrians. I ride my bike to work almost every day, granted not on McClintock, and so am most sensitive to Tempe's reputation as a bike-friendly city. Safety and factual information should trump people's irritation and resistance to change. Keep the McClintock bike lanes. Ed Wolfe
112. 10/17/2016 I don't usually ride a bike and I support the bike lanes on McClintock. Bike lanes allow everyone to complete their commuting needs from all areas of Tempe, may it be by wheel chair, skateboard, car or bicycle. A community should be respectful and share the road with everyone. I don't have an issue sharing the road, and don't feel like my personal commuting time has been negatively affected. However if the bike lane was removed in favor of a car-only lane, everyone in Tempe would be negatively effected. Grateful, Mrs. John Jenkins
113. 10/17/2016 I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike commuter, and ride daily to work, to events, etc. Using the bike lanes, I feel safer because I know I am safer. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. I will continue to commute our city by bicycle, as will so many others. Please

support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Louise Jenkins (same person as #112)

114. 10/17/2016 Dear Sirs, I ask you to PLEASE keep the bike lanes on McClintock open!!! My daughter's commute to and from work is riding her bike day and night on McClintock as it's a nearer and safer route. These lanes are much needed with the many bikers in Tempe. Several of her friends also ride there bike up and down McClintock to get too and from there destination day and night also as it is safer this route. They all really depend on them! Thank you so very much for listening and considering my plea, hopefully not closing these lanes!! Concerned Parent, Louise Jenkins
115. 10/17/2016 Dear Tempe City Council, I understand that the McClintock bike lanes are causing you to receive some negative feedback, so the council is considering removing them. Why would anyone NOT like the bike lanes? The sidewalks are too narrow along McClintock...so what are bike riders supposed to do? I am glad there is a safe place for bikes to ride, and know several people who ride bikes along McClintock. My husband and I both work in Tempe and have only have one car, so my husband rides his bike to work every day. On the days he needs the car, then I ride my bike. We are thrilled that Tempe is known as a bike-friendly city. Three people at my place of work ride their bikes several miles to get to work from outside of Tempe and they are grateful for Tempe's bike paths. I remember when downtown Mill Avenue was remodeled and reduced to only one lane of traffic. Many people didn't like it. It was a CHANGE. It was DIFFERENT from what they were used to. But people do eventually get used to the changes. I'm sure people objected to the reduced lanes along Apache when the light rail was installed. But people are getting used to it because of the huge advantage of having light rail. People will eventually get used to the McClintock bike lanes too. I have a feeling that most of the people objecting, are NOT riding bikes as transportation. Change is hard on some people. But times are changing. The cost of living is rising and more people are riding bikes to save money. Let's ENCOURAGE them and make it easy for them to ride safely. Louise Wolfe
116. 10/17/2016 Please keep the bike lanes on McClintock Drive and keep all citizens safe. Tempe's commitment to increasing the number of bike lanes as outlined in the General Plan 2040 will continue to make Tempe a desirable place to work, live, and play. Don't go backwards. Keep our bike lanes. Thank you, Diane Miller
117. 10/17/2016 City of Tempe Council, I support the McClintock bicycle lanes and encourage that you decide to keep the lanes. I relocated to Arizona from Ohio in August 2015, and chose to live in Tempe over every other city in the Valley. The decision was based on Tempe's multimodal transportation options - light rail, buses, free circulators, bicycle lanes/paths, and easily drivable roads. I am pleased to have the option to take any of these transportation modes as needed. I am especially pleased to know that Tempe's robust multimodal options have been recognized by the League of American Cyclists as a Gold Level city. It is something that I boast to my friends in Ohio and other parts of the country. The removal of bike lanes are steps in the wrong direction, as it strips Tempe residents like myself the ability to travel via a choice of modes. The City should be encouraging further improvements to its transportation system, not making reversals on progress. These improvements can further encourage people like myself to choose to live in Tempe, and further make Tempe a nationally recognized city. Please keep the McClintock bicycle lanes. Omar J. Peters
118. 10/17/2016 Hi Sue, I hope all is well with you and that you can relay my comments as part of your staff report, as I will be unable to attend the 3 November Council Work/Study session due to a concurrent commitment in a fund-raising event. As a retired City employee (now a resident of an unincorporated area of Maricopa County), I reckon I logged approximately 75,000 miles commuting to work on my bike, 3 times a week over the course of 30 years. I rode

the subject stretch of McClintock Road nearly every day and would like to express my emphatic support for the bike lanes. I have never seen a back-up of traffic along that stretch, but I have had multiple experiences feeling the air wake from a truck traveling 50 mph inches away from my left shoulder when riding in the street, as well as drivers pulling in or out directly in front of me to or from driveways while riding on the sidewalk. There may not be a perfect solution in everyone's mind, but I believe the city should endeavor to provide safe alternatives for all it serves and that the folks who are doing their part to relieve congestion and reduce pollution, or who may not be able to afford other means of transportation, should be recognized. My only other request would be that more "candlesticks" be added. Thank-you for the opportunity to provide input. Mark Vinson

119. 10/17/2016 Please do not remove the bike lines on McClintock. Bike lanes make it so much safer for riders and motorists. I have lived in Tempe for over 30 years; I vote and I will watch very closely how you respond on this issue. Thank you. Dave Bolt

120. 10/17/2016 Hello, I am a Tempe resident that lives in South Tempe off McClintock. I spoke at one of the council working sessions and am shocked to learn that the bike lanes are up for removal consideration. The comments for and against the new bike lanes on McClintock were about even and there were many there approve of the bike lanes who did not speak. This issue should be decided on the merits, not how outspoken some may be. I use these lanes regularly and wonder about the outcry.. I drive McClintock to and from work in Phoenix and truly wonder about the outcry. Occasionally, I may have to wait for a light at Guadalupe going north. On the other hand the south bound from the I-60 to Baseline has always been a mess and there was no lane reduction there. I thought the implementation was poor. However, the time has passed for familiarity for those that are so vocal—obviously the aggrieved. These lanes are an improvement and should remain. Indeed I am told that accidents of all kinds are down except I would presume those candlestick impacts by cars are a new kind of event. Please do not waste funds on redoing the work that was done!!!!!! Neal B. Thomas, Esq.

121. 10/17/2016 Hello, I wanted to send a quick note to support keeping our bike lanes. I think they are something that we should be proud of as a city and I would love to see more projects like it. From the traffic standpoint, I am really familiar with this route as I have been traveling it since 2003. Heading southbound, with bus traffic and also people turning right, in the lane that was removed, was always a huge hazard as people always used it as a traffic bypass. Many would avoid driving in the lane, to avoid the random slow downs. Opportunist drivers would cut over and go high speeds in the right lane, causing many accidents and also dangerous situations as other drivers didn't want to let them back over. Now, buses have a safe pullout and people turning right can safely slow down, the situation has become much more safe! Bonus: bikers get a great option to commute which also puts them directly in view of people coming out of side streets, parking lots, etc. As an avid cyclist, I am always paranoid of the car pulling out with out stopping or looking for anything other than oncoming cars. The new bike lanes provide a great buffer, and line of sight. They only thing that I have noticed that is a hazard and can be improved is southbound rush hour traffic approaching Apache. The transition of 3 down to 2 lanes, with the addition of the right hand turn lane, between Apache and Don Carlos, has become a huge hazard. People fly down the turn lane to attempt to rejoin southbound traffic, (to skip ahead). There have been many accidents involved with northbound cars turning west/left onto 12th st. And also people turning left at Don Carlos heading west. Traffic is stopped in the two lanes but the third has random "bullet" cars flying through. I think a solution to this would be to have an official lane closure with candlestick barricades, to close down people trying to skip ahead. Thanks and I hope you guys can move forward with keeping the city progressive and dynamic!! Brad Clemens

122. 10/17/2016 Dear Council Members: I wanted to share that I think the bike lanes along McClintock were and are a great asset to the community. My husband and I share a car and so he rides his bike in the bike lanes to work. He loves them and feels so much safer (and so do I). I also think they are a huge asset in slowing down traffic on McClintock which was beginning to look like a racetrack. Please do contact me at any time if there is something we can do to support this innovation. Again, we strongly support---and use---the bike lanes and think it would be terrible to get rid of them. Again, please contact me/us if you should need more information. Many thanks for creating the lanes in the first place! Most sincerely, John Halonen
123. 10/17/2016 I am a graduate student at ASU. I have used the bike lanes in Tempe for the last 3 years. I've found them to be an incredible convenience for someone like myself. There are many people who take advantage of Arizona's weather and bike to campus to work. For health benefits (both the rider and pollution reduction), for safety, for environmental reasons, for the safety of pedestrians please keep the McClintock bike lanes. There's so much more to lose than gain by doing this. Andrew Thoesen
124. 10/17/2016 Dear Sir or Madam, It has come to attention that the Tempe City Council will be discussing the possible removal of the bike lanes on McClintock. As an ASU employee who bikes to work every day, I want to register my strong support to KEEP the bike lanes. Removing bike lanes from an American city in the 21st century is a big step backwards. Sincerely, Mark McCann
125. 10/17/2016 Dear Sir, Madam, My name is Trung Lam, a Tempe resident. I am requesting that bike lanes on McClintock be kept for the safety of cyclists. Thank you, Trung Lam
126. 10/17/2016 Dear City Council members, I am writing out of concern over proposals to remove bike lanes from McClintock Drive. This would be a move in the wrong direction for a city with these stated goals, which I cut and pasted from the city website.: Create a more balanced, multi-modal transportation system to reduce reliance on the automobile; Preserve neighborhood character while enhancing quality of life; Enhance streets to maximize safe and efficient use by all users such as pedestrians, bicyclists, transit riders, and motorists following the principles of balanced streets; After a year, the data clearly shows a significant decrease in car crashes, with no increase in travel time for cars. According to the Federal Highway Administration, road diets like the McClintock project save lives - studies show a 19-47% crash reduction for all modes – people in cars, biking, and walking. For me personally, the availability of bike lanes, paths, bridges, etc. makes for a safer, more pleasant commute. It also allows me to ride legally without risking my life; without the lanes in 40 mph traffic, the only sane alternative is to take the sidewalk, which carries its own hazards, as well. The bike-friendliness of a community also has an effect on where I will take my business, especially when commuting by bicycle. Bicycle commuters are good for the community, in that they don't create much impact upon the infrastructure, but do spend money in local businesses. Tempe should not take its cyclists for granted, since right across the bridge, the city of Scottsdale is willing to accommodate cyclists with lanes and the greenbelt. Please keep the bike lanes on McClintock and consider expanding bike lanes and other off-road paths. This is the way of the future. Sincerely, Anna Carter
127. 10/17/2016 Dear Council Members I'm writing **against** the removal of the bike lanes on McClintock. We moved to Tempe three years ago to be closer to ASU where I have worked since 1985, I am currently the Director of Research in the School of Earth & Space Exploration and a full time cyclist and I no longer have a parking permit. I understand there has been some push back on the benefit of the bike lanes, in my department there is always a risk when embarking on new research usually to uncharted areas in space or earth, I feel as though the bike lanes is a step forward to the benefit of future transportation needs within Tempe.

Current research also indicates that millennials are not driving at the same rate of previous generations, fossil fuel is becoming of thing of the past and the future density of Tempe warrants alternative choices for transportation. Please look to the future and retain the opportunity that these bike lanes provide people to travel in and out of Tempe. Thank you.
Teresa Robinette

128. 10/17/2016 Dear Council Members I have lived in Tempe for the last 3 years and commute to work by bike on a regular basis. Though I do not use the McClintock bike lanes for my work commute my wife and I do enjoy use of the McClintock bike lanes when visiting friends in the area. To the bigger perspective - Doesn't the Tempe 2020/2040 plan, approved by the Tempe voters, call for bike lanes throughout the city core? I understand the concern is slowdown of rush hour traffic. What about the other 20 or so hours McClintock is in use? Future city and ASU plans for high density development along Tempe lakeshore call out for alternate transportation. Just the kind of thing the 2020/2040 plan intended to address. All in all removal of the bike lanes seems a very non-progressive thing to do by the city of Tempe. Please reconsider this action. Thank You Jay Robinette
129. 10/17/2016 To the City Council: I understand that you are considering removing the bike lanes from McClintock in Tempe. Please, please, please don't. I use my bike to run as many errands as I can. The bike lanes allow me to ride safely and with confidence. When I know I will have to ride on streets without bike lanes, I'm inclined to consider driving rather than cycling, thus contributing to the every-increasing local traffic. There are drivers who believe that cyclists should stay off the road and who doubtless resent the dedication of certain portions of the city streets to bicycles. Please do not let them sway you. Statistics indicate that bike lanes are a win-win for drives and cyclists, and this driver/cyclist couldn't agree more. Jo Levy
130. 10/17/2016 Attention Tempe City Council, It has been brought to my attention that the bike lanes on McClintock are being evaluated. My hope is that the safer bike lanes will be maintained. Although I was initially agitated by the car lane reduction, I fully support the new bike lanes now. I've lived in Tempe for over 12 years and I picked my neighborhood (Elliot/McClintock) for many reasons. Bike friendly was a key issue. Beyond my bike, I actually like the new system because it feels safer when I am in my car. If people want to drive fast, go to the 101. Plus, I don't want to hit a cyclist. If Tempe is going to be a city of the future, we need to let go of the car-centered mindset. A bike friendly Tempe is good for those that make Tempe their home and want to build a business. Encourage people to shop, exercise and work locally. I regularly vote and support my community by shopping locally. I am encouraged when I see our leaders attempting to make my neighborhood better with forward thinking policies. Tempe is a great place to live. Please continue to make Tempe more of a neighborhood where people feel safe and are empowered to get on a bike instead of in a car. For those that want to drive, let them move out to Glendale. Tempe does it better. Thank you! Ken Downie
131. 10/17/2016 To Whom it May Concern, I want to thank you all for the planning and effort that went into the McClintock bike lanes. They are the most effective road lanes in Tempe, with clear separation of the cyclists and cars. Every time I ride on these lanes, I am so grateful for the smooth, safe ride. I can only encourage you to add more lanes around Tempe to make it safe bike city for all riders of all abilities, including young people and seniors. Sincerely, Greg Durst
132. 10/17/2016 To whom it may concern, The McClintock bike lines are extremely important to me and much of the community. As a Tempe resident, I pride myself in my transportation by bike. Those bike lanes have proved exceedingly important to my safety as I commute around the city. I urge you to keep the bike lanes for the safety of the residents of Tempe. Thank you. Giselle Lee

133. 10/18/2016 Bike lanes are very important to every community. Please keep and add more bike lanes to keep those who need them and use them safe. Cinda J Gavagan
134. 10/18/2016 I really appreciate the new bike lanes. I find that they allow for better safety for the school children as they ride to and from school and they have actually IMPROVED traffic flow. McClintock and campus has always been heavy and slow with traffic, but by reducing the lanes to two in each direction, it prevents lane hopping and creates a better, smoother traffic flow. Very appreciated and I hope they are kept. They are important to the overall community along with the safety of our children now and in future generations. Ted Joffs
135. 10/18/2016 Hi Tempe City Council! I just wanted to thank you for the improvements that have been made to bike lanes in the city. My husband bikes from McClintock and Southern to old town Scottsdale a few days a week. Most days he also clips our son's bike to the back of his bike so that our son can be dropped off at preschool. Our son, Foster who is 4 years old, loves to pedal behind dad on the 4 mile ride to preschool. The bike lanes have made it so I feel more comfortable when my husband and son leave in the morning. I hope that you continue to make improvements to bike lanes throughout the city. Best, Elizabeth Aguilar-Barnett
136. 10/18/2016 Good Morning, I have been a Tempe resident for 11 years. I came to Tempe as a student and fell in love with this city. Now I have 3 kids that will grow up in Tempe. One of the many reasons that sets Tempe apart from the rest of the valley is its forward thinking and willingness to set a standard for how cities across the valley should develop. I am writing to voice my support for the bike lane on McClintock. Based on the location of my neighborhood (Hudson Manor) and where the schools are located within our boundaries, my kids, along with many others, will be traveling up and down McClintock to get to one of the many public schools. We should do everything we can to make safe transportation routes for people who are most vulnerable. If the bike lanes go away there will no viable route for bikes to travel North-South without traveling in a lane of traffic or on the sidewalk. Both of those options are very dangerous for many reasons. As a city that supports multi-modal transportation, it would be foolish to look to the past rather than to the future. We need to encourage transportation that is not auto-centric. As a whole, I believe Tempe residents enjoy the many other street improvements that have been completed (University Dr, Hardy Dr., 5th St, College Ave, Broadway, etc.). Let's not let McClintock be forgotten about. Thank you for your time. Anthony Farina
137. 10/18/2016 Hello, My name is Preston Swan, and I am a Tempe native. I am emailing to let you know I strongly support bike lanes on McClintock Dr. I understand and appreciate the frustration of some neighborhoods regarding the bike lanes. I myself dislike the pylons that went up at certain parts along the new lanes. I look forward to this being an ongoing conversation about how big the lanes are, how they're marked, all of that. But these bike lanes make our city safer! They connect dozens of parks, schools, churches, and businesses safely for all members of our community. There is plenty of data, hard proof, that show not only is the commute time along McClintock not significantly slowed, but all methods of travel are now safer. Our community has been honored for several years as a national example of a bicycle-friendly city. To completely remove these bike lanes now would send a message to anyone who can't afford a car that Tempe can't be bothered to accommodate them. That's not the Tempe I grew up in and volunteer in. Modify the bike lanes. Paint them. Remove those stupid pylons. I completely support that. But to remove them entirely makes us a regressive city in the face of our own General Plan. Please support safety in our community and keep the bike lanes on McClintock Dr. Thank you. Preston Swan
138. 10/18/2016 Mayor and Council, There seems to be some confusion about the need to write in again in support, something about counts for/against being reset prior to the November

3rd meeting? In any case, writing in again to state support for keeping the McClintock lanes as they are. It's really unfortunate that we're having to go through this again. Bike lanes have many benefits, and as data has proven very minimally disrupt traffic. You can look at road diet studies from across the country that have shown time and time again that reduction in lanes often has very minimal effect on traffic with the benefit of reduction of crashes. And when a lane is removed and replaced with a bike lane, we also get the benefit of safer bicycling and working towards a better alternative transportation network that supports Tempe in Motion's credo: Bus, Bike, Walk, Rail. Bike lanes also bring economic benefit and make the city more attractive to younger folks considering a move here. Data shows motor vehicle use is on the decline, especially among the younger population. Data also shows that crash rates on McClintock are down. Nearly everything that has come from the McClintock bike lanes is positive. Smart cities cannot continue to prioritize motor vehicle traffic at the expense of the safety of others and the safety of motorists themselves. The bike lanes need to stay, and quite frankly, we need more of them, both on and off street networks. We also don't understand why the presence of bike infrastructure has to bend to the emotional whims of opponents/motorists, their misconceptions, feelings of superiority on the road, and their perception that traffic is "so much worse" when data has shown that it is not. We would ask that you use actual data to make a final decision, and filter out the many misconceptions of those that are not in favor. Thank you, - Bicycle Cellar Staff

139. 10/18/2016 Good morning, I saw that there is now a need to "save the bike lanes" on McClintock, and so I felt the need to write in support of the bike lanes. I used to live on McClintock and Baseline and I would commute by bike to ASU's Tempe campus. I did not like biking on the sidewalks. I did not feel visible to cars, I did not like the conditions of the sidewalks, and I felt that I was putting the pedestrians at risk for a collision with my bike. It was during one of these commutes that I was hit by a car (on Broadway, heading toward McClintock). The driver couldn't see me while turning left on a green, despite my bike lights, at night and so even though I had the walk sign, it was not easy enough to see me and I got hit. I don't live over there now, so I personally don't have a regular need for them, but whenever my friends want to do something in that direction, we use those lanes over taking our cars. I felt so much safer using those lanes than when I commuted on the sidewalk. Cars saw me, stopped for me, and waited to safely maneuver around me. I think the only issue with the bike lanes is that those are the only bike lanes. So many students use Rural and other roads near the university to commute and there aren't nearly enough well-established bike lanes to ensure our safety. So many pedestrians stop, walk in crowds, and sometimes walk in crowds and stop all together on sidewalks and make biking tedious and unsafe. I love commuting by bike. If the infrastructure were there, biking would be my main method of transportation. Thank you for your time, Brianna Vasquez

140. 10/18/2016 Dear Tempe City Council, This email is to notify you of my support of the McClintock Road bike lanes. I use these lanes while riding on my bike and would feel unsafe without them. The continued development of bicycle infrastructure is an investment in this city we all love. I urge you to reconsider any plan to remove them. In order for our city to grow and flourish, we need these lanes. Believe it or not, how bike friendly a city is, has been used as a measure of its forward-thinking mentality and many other factors of a successful, prosperous area – not to mention health and wellness of the body and mind. Please invest in Tempe, protect the safety of cyclists and promote a positive, forward-thinking image of our city. I appreciate your consideration. Domenico Nicosia

141. 10/18/2016 I appreciate the bike lanes along McClintock even though I don't ride my bike on that street very often. It has slowed down the speed and quite a few of the cars that

used to travel along there to get to the freeway now go over to Rural instead. It might have been a better idea to gather opinions before actually eliminating one car lane and creating the bike lane, but in general, I think drivers have adapted. Ellen Welty

142. 10/18/2016 To whom it may concern: I have heard that some the bike lanes in Tempe, such as the great separated lanes on McClintock, might be eliminated. Please do not do this! Many of my friends have been hit by cars or run into the curb by buses, and I am always chagrined when I am forced to ride on the sidewalk on streets where bike lanes aren't present or are so narrow they are dangerous (e.g., southbound Mill) and alternate routes are not available or are far out of the way. Tempe drivers, especially while college is in session, are often scary and distracted. Many motorists text, don't understand traffic laws, or don't turn on their headlights at night. Cyclists are trying to do our part to keep pollution and traffic congestion down; we need more bike lanes, not fewer. Please don't take away the bike lanes we do have! Thank you, Kara Brugman
143. 10/18/2016 KEEP 'EM OPEN DAMIT DAMIT DAMIT!!! BJ Jenkins (retired biking grandpa) whose grand daughter lives and bikes in Tempe all the time.
144. 10/18/2016 I would like to state my objection to potential removal of McClintock bike lanes. The principal objection to their installation appears to be increased congestion for cars during peak traffic hours. Whilst that is regrettable I believe that it is the public works department's responsibility to serve all members of the community, regardless of which mode of transport they choose. Indeed the "Public Works Department organizational structure and management philosophy" document (linked on <http://www.tempe.gov/city-hall/public-works>) states: Tempe is dedicated to providing a balanced transportation system that is environmentally sustainable, accessible, preserves neighborhoods, promotes transit- oriented development and involves citizens in the process By contrast the document doesn't appear to state anything similar to: Tempe considers the level of service available to motor vehicles during peak hours to be the most important part of our transportation system. Tempe will not seek to improve the safety nor quality of life for anyone who chooses or is unable to own and operate a motor vehicle, when doing so could negatively impact the level of service available to motor vehicles during peak hours. Whilst fictitious, I believe this language would be representative of the City Council's decision process if they proceed with the removal of the McClintock bike lanes. Additionally if they are to be removed then I would expect Tempe to publicly acknowledge this change of position, and remove language such as this from public media (<http://www.tempe.gov/city-hall/public-works/transportation/bicycle>): The city's urban design plans include accommodations for bicycling in order to integrate bicycling as part of the culture of Tempe and to assist in the enhancement of a balanced transportation system. It would be disingenuous to make such claims, which may influence the decision of businesses and people to move to Tempe. If the City Council is prepared to sacrifice a 'balanced transportation system' to serve the complaints of those who choose to travel by car during peak hours, then I believe it should at least be honest that it is doing so. Thank you, Dave Tapley
145. 10/18/2016 Dear City Council members, The subject says it all. Please KEEP the bike lanes on McClintock Drive. **Bike lanes=bike safety=citizen safety.** Do your job to protect Tempe residents. Regards, Ryan Mores
146. 10/18/2016 Council Members I am writing to ask that you please keep the McClintock bike lanes. I am a bicyclist and a driver who often uses McClintock for both on a regular basis. As a biker I appreciate having a buffer between myself and traffic (in addition to cars appear to be going slower now). As a driver I've noticed the traffic appears to be a lot more calm. Before any decisions are made regarding removal I would like to see council review different factors such as impact on safety as well as actual impact on traffic. Many people complain that the bike

lanes are the reason for traffic congestion, but I believe this is due to more and more people being priced out of downtown Tempe due to increasing rents. With all the development going on in downtown Tempe more and more people, including students, will be priced to other sides of the city. These people also deserve safe alternative transportation choices. I have always been proud of Tempe for being progressive in alternative transportation. The decision to remove bike lanes, and what appears to be an absence of looking at any figures or facts is very disappointing to me. When I heard the reason council is considering removing the bike lanes is based solely on resident complaints I was very disappointed. In addition, I feel, as a tax payer, this is a poor use of our money-to go backwards instead of progressing. Where does this end? Soon any bike lanes can be stopped based solely on resident feelings instead of facts. Please consider keeping them. At least give it time for people to realize they are there. Thank you for your time Sarah Grumbley

147. 10/18/2016 To whom it may concern, I recently heard that Tempe is considering removing the bike lanes on McClintock. As a Tempe resident who commutes via bicycle daily, I consider this to be a bad decision. There are quite a few other bicyclists that I see on my route everyday, and if anything the infrastructure for bicycling should be improved, by dedicated bike lanes or paths, not removed. Thank you, Garrett D Shaver
148. 10/18/2016 Council Members, I am writing to you as a 10 year Tempe resident. I came to Tempe by way of ASU and continue to live in the city as a teacher in the Tempe elementary district. In that time I have seen many changes take place within this city. Some of these changes have been disappointing, such as the various high rise condos and apartments, while some have been welcome, such as the addition of bike infrastructure. This is the reason that I am sending this e-mail to you today. Last year a monumental task was undertaken by the city to repave a huge portion of McClintock. While the added traffic and confusion of this time was frustrating, the changes that were made were wonderful. Firstly, making the road two lanes in each direction seems to have improved traffic that was otherwise dangerous from the constant stopping and starting of the far right lane. There were many times in the past where I had seen collisions and near misses because of people who did not pay attention to the signage that informed them of the lane ending. By having only two lanes on a long stretch of the road has minimized this. Second, I feel that all drivers are more safe and are forced to drive at more appropriate speeds because there are only two lanes. I have noticed less incidences of aggressive passing as well as a decrease in accidents in what used to be accident heavy intersections. Lastly, the addition of protected bike lanes was a wonderful change. I, along with many of my friends, are avid cyclists. Having a protected bike lane on McClintock has been a great first step in the city's plan to make Tempe a more inclusive city when it comes to transportation. If the city were to remove these lanes that would be a major step backwards in making Tempe a better place to ride a bike. I hope that the whole council looks objectively at this issues and votes in a way that makes sense for making progress in Tempe. It would be wonderful for the students I teach and my own future children to understand just how wonderful riding a bike can be for health as well as the environment by being able to bike around the whole city and be protected at the same time. Thank You, Lori Lieberman
149. 10/18/2016 Please consider keeping the lanes. First of all, they've been installed. What a waste to remove them. I believe they have increased the safety of McClintock, not only for bicyclists, but also for cars. People drive FAST on that road and I believe the lanes slow everyone down. Additionally, the bike lanes support our position as a progressive city! Let's show the rest of the valley how it's done! Thanks, Cynthia Mruczek
150. 10/18/2016 To Whom it May Concern, I am emailing to express my concern over the issue of the removal of the McClintock bike lanes. I am a student at ASU in the School of

Sustainability. As someone who is concerned with the sustainable and healthy development of our communities, I do not believe that removing this bike lane would be in our best interest. While the bike lane may be a small nuisance to drivers currently, the removal will be a detriment in the long term. I believe in the power of local government and I believe Tempe needs to moving forward and progressing towards a more sustainable future instead of moving backwards. Thank you for your consideration. Kylie Brown

151. 10/18/2016 Please retain the bike lanes. As a new resident to Tempe I GREATLY appreciate the chance to ride safely around this great city. I both work and live here and these lanes are quite important to me. Thank you. Eric Ludwig

152. 10/19/2016 I live just east of McClintock and south of Broadway. really like the bike lanes. And McClintock seems easier to navigate in my car now that it's 2 lanes each direction. Thank you for making life safer for bike riders!! I'm really happy about the changes. Kathleen Sherry

153. 10/18/2016 Hello, I am writing to support maintaining the McClintock Bike Lane. My husband is a bicycle commuter and uses this lane almost every day. I like to think he is safe on his bike and I believe the bike lane has been constructed with safety for drivers, cyclists, and pedestrians in mind. Often, my daughter and I are out and about on bikes as well. we ride to the train station at Apache and McClintock and the bike lane is a safe ride to that destination. We also ride to the grocery and, of course, ice cream, as we earn it by exercising! My first thought for my daughter is safety. I want safe alternatives for her. My family moved to Tempe two years ago. One of the handful or reason was to enjoy a more sustainable lifestyle. We lived in the far east valley with zero mass transportation. My husband and I drive our vehicles rarely these days. That is a money saver for us and an environmental saver for the community. I would like Tempe to always move forward, not backward in sustainability and amenities for residents. Please, keep the bike lane. Sincerely, Jill Oliver

154. 10/19/2016 My wife and business partners who are involved with both Boulders on Broadway and Spokes on Southern would like you to know we support keeping the McClintock bike lanes. -We see it as a benefit to small business when they can safely be accessed by bike and pedestrian. -We drive that road as much as we bike it and we have not experienced any perceived delay since the new lanes.-We have two school age children and are concerned anytime there is vehicle traffic near pedestrians and bikes. -Considering the high school zone which makes up a quarter mile of the bike bath between Broadway Rd and Southern it is prudent to have a safe area for those students to ride and walk. -There have been several studies worldwide that show business can benefit from bike lanes. <http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/> Much of our decision of where to live and expand our business has been based on the city plans to expand alternative transportation. We feel based on what we value, what we have read and the trends at our current businesses, that the bike lanes are an improvement worth investing in. This past weekend we rode with the Broadmor elementary bike cats there were at least 15 people ages 5 to 50 that did not know each other came together for the ride to Kiwanis park. Later that day our family rode to the GAIN event where we met our neighbors and took about 15 kids on a bike parade around the neighborhood. Bikes are here and we need to have a logical and safe way to ride them thru our city. Thanks Erick and Rochelle Geryol

155. 10/19/2016 I am writing to express my concern over the idea that the McClintock bike lanes may be removed. I have used the bike lanes on many occasions with my husband on our way to ride the Scottsdale greenbelt north. I would not feel comfortable riding McClintock without the bike lanes. I live in McClintock Manor off McClintock and Southern, and I think that

it has been easier and safer to turn into and out of my neighborhood because there are only two lanes each way as opposed to three. It's also so much easier to spot a cyclist while I'm waiting to turn out of the neighborhood. Tempe is a progressive city with a university that has hundreds, if not thousands of students that bike everyday. This bike lane is a protection for them, as well as for motorists. The bike lane was only installed about a year ago. It takes longer than a year to change the way people move about a city. When people from other states move to Arizona, they see Tempe as a bike friendly community, and that is, as it was for my husband and I, a big asset for a city to have when one considers where they would like to live. Arizona drivers are NOT friendly to cyclists as a whole, and the McClintock bike lane protects those cyclists from harm. It takes time for an entire city to change their habits. You can't expect as many cyclists as there are cars until new cyclists move into the area because of its reputation as being bike friendly city or until people change their attitudes and change their modes of transport to work. If the infrastructure is in place, people will change their attitudes and behaviors. Please let the bike lanes stay as they are. They provide an atmosphere of inclusiveness. Bikes and cars can exist in harmony. The motorists that are angry about the bike lane should do as a quote that I saw on a t-shirt in Amsterdam; "Put the fun between your legs. Ride a Bike!" Thanks, Alyse Howard

156. 10/19/2016 To Whom it May Concern; It came to my attention that on November 3rd, the Tempe City Council will discuss the **REMOVAL of the bike lanes on McClintock**. I wanted to write to encourage the City Council to vote against the removal of the bike lanes. We are not Tempe residents, however we frequently come to Tempe to take advantage of it's bike friendliness. We bike to downtown Tempe to enjoy the restaurants and the beach park, we bike to local restaurants and establishments - it is one of the best towns for biking in AZ. It seems as though the bike lane removal would discourage biking as a mode of transportation, increasing the number of cars on the road and air pollution. In the year since the bike lanes were added, the data clearly shows a significant decrease in car crashes, with no increase in travel time for cars. **Public opinion should not replace traffic engineering and safety.** According to the Federal Highway Administration, road diets like the McClintock project save lives - studies show a 19-47% crash reduction for all modes – people in cars, biking, and walking. I would encourage the council to keep the bike lanes. I appreciate your time, Sincerely, Leslie Jackson
157. 10/19/2016 Hi! I am a resident of Tempe and want to write with my support of the bike lanes. I think it is a wonderful improvement for the community and the data shows that it will save lives both of bicyclists and drivers. Please don't revert back to the old McClintock! With gratitude, Sarah Kader
158. 10/19/2016 Hi city councilmembers, Writing to support bicycle lanes, including the McClintock lanes. I looked forward to the city installing more bike lanes and am glad you have. The recent ones will gain riders over time. They provide service for others as well. Change does take some getting used to. This is one that will be increasingly valued over time. Please do not remove bike lanes. When tweaks to improve emerge, we'll look at them then. In support of a more safely and pleasantly walkable bikable city. Thanks for your work. Deb Sparrow
159. 10/19/2016 Dear city council members, I write to you to **support** the existence of the protected bike lanes along McClintock Road. In addition, I encourage you as leaders in Tempe (and other cities including Phoenix 85044 where I live) to further develop these types of programs as soon as possible. I have been a business owner in the city of Tempe for the last 16 years. I use the designated bike lanes along Kyrene Road and College Avenue to commute to my office as well as for recreational activities in Tempe town. I think it's important to recognize that some suburban professionals choose to ride their bikes to work out of convenience. But, lower class and working class individuals use bicycles as their *primary means* of transportation out of

necessity. These lower income individuals frequently do not have the time to exercise their voices in the public forum- as they are frequently working 1 to 3 jobs respectively. In my opinion , car to bicycle courtesy is low. For every person on a bicycle, we reduce carbon emissions, traffic congestion, and as studies show: these people on bicycles frequently support businesses along their bike paths by buying goods and services along the way. I think you in advance for your thoughtful handling of this matter. Roberto Paredes

160. 10/19/2016 I wholeheartedly support the McClintock bike lanes as I use them 4x each day. Before they were installed in the last year alone I had been brushed by vehicles 4 times and even brushed so hard on 2 occasions I crashed. Since the lanes have been in place I have had no incidents other than a passing sub tossing beer bottles at me. I feel the lanes are safer for me and the way things were going with vehicles brushing me probably had saved my life. 2 things I'd like to bring up though. #1 drivers are still on their hand held devices which is causing many of them moving into the bike lane.#2 there are cyclist riding on the sidewalk much too often and this is extremely dangerous. There needs to be police on bikes instructing these individuals to ride in the bike lanes. Sincerely, Kimberly Woodward
161. 10/19/2016 Love em! The more bike lanes in Tempe the better for everyone. Quiet, pollution free transportation that gets you in shape - where is the negative in that? Until drivers slow down and pay attention to driving, protected bike lanes are necessary. Reducing the speed limit to slow down traffic through busy intersections are also recommended and would not be that hard to implement through the Guadalupe and McClintock intersection and the Southern and McClintock intersections by extending the reduced speeds through the 35 mph High School speed zones. Thank you for the great work! Jeff Grout
162. 10/19/2016 To whom it may concern, My name is Cody Jordan and I am the operating owner at Spokes on Southern in Tempe located at Southern and McClintock. I would like to express my support of the bike lanes on McClintock. Many of our guests use the lanes as well as employees who use them to commute to and from work. When I bike to and from work I use them myself and when I do not ride to work I frequently drive the stretch from Guadalupe to Southern and see less traffic congestion and I feel safer passing people on bicycles. As a business owner I am particularly in favor of the lanes as a viable way for patrons to access the business. We often organize rides and have many people coming and going on bikes daily. Every study I can find on the subject leads me to believe removing the lanes would be mistake on the city's part. Thank you, Cody Jordan
163. 10/19/2016 To whom it may concern, I appreciate the bike lanes on McClintock, and all around Tempe. They encourage me to ride my bike around town more as I know there is a safer option of travel with the bike lanes. My family only has one car, so having the option to safely ride my bike is crucial. I was pleasantly surprised by the bicycle-friendly community I moved in to when I moved to Tempe. Thanks for making it safe for bicycles, encouraging bicycles, and continuing to promote opportunities to maintain bicycle friendliness. Sincerely, Andrea Bailey
164. 10/20/2016 Dear Council members, If you build them they will ride. Give it some time....geez, has it been a year yet? Thank you, Lisa Bayne
165. 10/20/2016 Dear Tempe City Council, I implore you to keep the McClintock bicycle lanopen and functioning for the following reasons: My son was a student at ASU and his sole mode of transportation was bicycling in the safe bike lanes of Tempe. Had it not been for these bike lanes he may not of attended ASU because we could not afford to get him a car or pay for public transportation. Bicycling is a major mode of transportation for ASU students; individuals with suspended licenses and those that can't afford to own a car and still need to get to work. If these individuals can not get to work the Tempe economy would suffer. Bicycling helps keeps obesity in check. Less obesity=less diabetes=less strain on Tempe's health system. Please heed

the will of your constituents and keep all bike lanes functional. Not heeding to their will will be reflected during the next election when Tempe residents can speak with their votes. Sincerely,
Nestor X. Barrezueta

166. 10/20/2016 Tempe City Council Members: As a 30 year resident of Tempe, I am proud of the recent steps our city has taken to make Tempe more bike and pedestrian friendly. With so many students and young people who bike in our community, it makes SENSE to help keep them safe. Making it easier for bicyclists helps to encourage families to get out and bike together, exercise, and enjoy the neighborhood. Making the city more bike-friendly can cut down on traffic and pollution. I was so disappointed to hear that the City is considering removing the McClintock bike lanes. The lanes are well designed and clearly marked, and my understanding is that accidents have been reduced since they have been put in. I have been pleased with the direction my city has taken recently – encouraging alternative ways of moving about the city that does not include MORE cars, MORE congestion, MORE traffic. I see the loss of the McClintock bike lanes as a HUGE step backward, and I think it would send a mixed message regarding what our City's goals and identity is all about. Please do not undo the progress our city has made. Thank you, Barbara Como
167. 10/20/2016 Mayor Mitchell, Vice Mayor Arredondo-Savage, Councilmembers Granville, Keating, Kuby, Navarro and Schapira, I wanted to voice my opinion on the McClintock lanes. I am for those and encourage the council to plan more in Tempe in the near future. It's hard for me to understand why this is still an issue. I could not support the added cost of taking them out. Especially just to please a small loud minority. Stay strong and keep Tempe strong, Thank you, Theresa Hudson
168. 10/20/2016 To Whom It May Concern; I am worried for the vote coming up this November 3rd regarding the McClintock Bike Lanes. I urge you to vote Yes on keeping those regulated lanes. Growing up in Arizona I remember the dangers of riding your bike, do you risk the runners, strollers and wheelchairs or, do you risk the traffic? I was so excited to see that we were finally moving forward as a state to encourage alternate transportation with the arrival of the light-rail and bike lanes. Please don't take a step backward by removing them, please do what is right for the community and keep the McClintock bike lanes. In Good Health, Alison Roach
169. 10/02/2016 I lived in Tempe and I still visit multiple times every a year to see friends and go to great events like Tour de Fat. I have friends that live all over Tempe and, until now, any cycling on McClintock was a no go. I lived close to Southern and the 101 and anytime I spent on McClintock was greeted with great hostility by drivers. Honking, yelling obscenities, even buzzing me with their vehicles was the norm. After having experienced all of that, I was happy to see the McClintock lanes put in and, for the first time, I felt safe cycling on that road. The McClintock Bike Lanes MUST STAY! Former Resident and Tempe Lover, Wayne Steidley
170. 10/20/2016 Dear Mayor Mitchell and City Council, I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike "commuter," and ride daily to work, shopping, to events, etc. Using the bike lanes, I feel safer because I know I am safer. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. I will continue to commute

our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Sincerely, Brian Fellows

171. 10/20/2016 Hi all, So sending an email to a general address is always awkward, but hello there this is Kyle. I have recently learned from the bicycling community that there has been discussion of possibly removing the protected bike lanes on McClintock Drive. So, I wanted to share my experience with bicycling in your community to help you in your decision. I am proud to call myself a native Phoenician, ASU graduate, and bicyclist. I currently live and work as a transit planner in Downtown Phoenix. But I find myself frequently gravitating back to Tempe throughout the week to enjoy the incredibly rich and diverse culture in your community for recreational, social, and development opportunities. In the future I hope to settle down and raise a family in Tempe. One of the richest cultures in Tempe is found in your bicycling community. While attending ASU, I had to give up driving and started bicycling more in order to balance my budget. This was a big leap for me. Having been raised in an area that sometimes views bicycling negatively and as a recreation, the transition was intimidating. I cannot imagine making this transition without Tempe's support. Despite the intimidation, I realized a range of unintended benefits – having more free time since biking is often more time efficient and productive, fighting borderline obesity and becoming fit, managing my anxiety and improving my depression, finding enjoyment and adventure in my trips, connecting with the physical environment, partaking in greater environmental stewardship, positively shaping my identity, finding incredible support in the bicycling community, and finding employment in large because of my experience with biking. When coupled with transit, I have found that biking continues to efficiently fulfill almost all of my weekly transportation needs. Bicycling is intimidating at first and either impractical or unsafe when the community does not have an adequate and accessible bicycle network. I am incredibly gratefully not only for the bicycling community, but also for Tempe's support of it. The bicycle facilities that I continue to use the most are those that are the safest and connect me to the most opportunity. To name a few: Crosscut Canal, University Drive, Mill Avenue, Apache Boulevard, Rio Salado Parkway, College Avenue and recently McClintock Drive and Broadway Road. Tempe often sets a precedent in the region for safe and accommodating bicycle facilities. Thank you for your support of these facilities. I understand the challenge when finding equitable solutions for your community's diverse set of transportation needs. Evaluating these solutions can also be difficult since it really depends on your community's goals and which performance metrics best represent those goals. I hope that my story and many others like it have helped you in evaluating the effectiveness of your transportation decisions. The decision of what happens to McClintock Drive will most likely set a precedent for future corridors not only in Tempe, but also in the Phoenix area. This is of great concern to not only me, but also the bicycle community. I do not envy the difficult task in which you are faced. I hope that you are able to find a way to best manage the transportation needs of your community and continue to support the diverse culture that Tempe offers to the region. Thank you for taking the time to read and consider my story. I am confident that realizing my version of the American Dream would be much more difficult without the bicycling community and your support of it. Kyle Marshall

172. 10/21/2016 I voted to approve the General Plan 2040 with the intention that the City Council will follow my wishes to continue to improve bicycle access to routes through Tempe. Please do not remove the lanes that are installed on McClintock. I use them frequently. I also travel on McClintock daily in a vehicle, and can attest that there is no traffic issue caused by these bike lanes. Should you choose to look at any congestion issues that do exist, I would recommend you look at the hindrance that busses cause when they stop in a lane because there is no pullout for them to use. Or take a look at how the traffic lights are timed. Also, take a look

at the messed up turn signals (leading lefts, lagging lefts, etc) that are now plaguing the city. Again, PLEASE DO NOT TAKE AWAY OUR BICYCLE LANES!! Rishi Sood

173. 10/21/2016 Hello, I was very excited about the bike lanes on McClintock and have since used them extensively. I am a happy resident of Tempe due to initiatives as this. I don't understand why someone would want less bike lanes. They may think that more lanes, the more comfortable or less time their commute would take. But they fail to realize that with more and better bike lanes, it will also take cars off of the street as cyclists work those lanes into their commutes. I applaud the city for making those lanes and strongly support the effort to keep them. I would also like to see bike lanes on Rural. That is the only street I won't go on now. My family would probably frequent businesses along Rural road more if there were safe bike lines. Thank you. Victor H. Silva
174. 10/21/2016 To whom it may concern, My name is Mina Hirsch, a resident of Tempe, Arizona and a bicyclist. I'm writing to express my concern regarding the bike lanes on McClintock road. Every street that has a bike lane makes my route easier and safer. The public has voted on this, and there should not be any adjustments without a fair hearing. As an aspiring health professional, these bike lanes help keep residents safe and healthy. Please consider the community's needs, all members, not just drivers. Thanks, Mina Hirsch
175. 10/21/2016 Please keep the mcclintock bike lanes! They keep us safer and reduce accidents. And they promote clean/green transportation which benefits us all. Tempe resident, John Stockinger
176. 10/21/2016 I'm an avid cyclist and work near this section. The traffic flow is horrendous and cyclists seldom use this lane. I've also witnessed several fatal accidents. Please restore the section and alleviate the traffic congestion and save lives. Milton Wright.
177. 10/21/2016 Hi, As a long term resident in South Tempe I encourage you to upgrade the bike lanes on McClintock to Salt Lake City secured bike lane standard. In addition to the poles like on McClintock there is a concrete divider and the white poles are placed on top of the concrete divider which is usually painted white. Please see examples below



If Tempe can afford to remove the poles, Tempe can afford to spend that same money to upgrade the bike lanes with concrete dividers to make bike lanes more secure, which is the only thing that will increase bike traffic. Betty Olivier

178. 10/21/2016 To Whom This May Concern, Please do NOT remove the bike lanes on McClintock Drive. I use the bike lanes, but I am retired and am therefore one of those people that are not using the bike lanes during the rush hour, when the traffic counts occur. The lanes have offered me and several other retirees that I see in the middle of the day a safe, inexpensive way to access businesses and various parts of our city. I use these lanes to access Sprouts, Harbor Freight, my physician at Generations Medical Center, Spokes On Southern, as well as Ted's Hot Dogs. They have reduced the number of times that I have been buzzed by traffic

traveling at excessive speed, as the candlesticks are very effective at letting inattentive and distracted drivers know that they are straying from their lane. I have seen traffic data that indicates mid-block collisions have been reduced and that there is no appreciable increase in delays. I have also spoken with folks at Tempe Bike Action Group, who have stated that their bike count indicates the number of people riding on the sidewalk had decreased. I am concerned that these lanes were installed at the express direction of the voters, under the auspices of the General Plan 2040 and the supporting Transportation Master Plan. The Executive Summary of the General Plan 2040, page iii, Circulation Chapter starts with this sentence: "Implement complete multi-modal streets as a new paradigm for street design that solidly integrates bicycle modality and Tempe's commitment to it." Removal of the bike lanes really doesn't do that, does it? I am concerned that the removal of the lanes is said to start at \$85,000, and that this is funding that can be used more productively. My estimate would be double that figure, as projects never seem to be on budget. What will we be giving up to remove these bike lanes? I am most concerned that the Council is actually considering the removal of a system safety feature for the sake of perceived convenience. When I was working in manufacturing, this was a terminable offence. Not only were there implications for the person that was directly affected by the removal, i.e.: minor or serious injury, dismemberment, or death. In addition, the corporation was liable for enhanced penalties and subject to civil court cases when an incident occurred as well as negative publicity affecting the brand. The Council is considering the removal of a NACTO approved buffered bike lane, it is thinking about removing a safety feature. The City will bear the burden of responsibility for any incidents that occur should they be removed and we, the taxpayers, will pay for the Council's decision. In short: · The bike lanes are not causing traffic delays. · Their installation has reduced mid-block collisions. · Removing these lanes will be going against the express will of the voting citizenry, as they approved the latest General Plan for Tempe. · Removing these lanes is a waste of taxpayer money. · Removing these indicates that the City Council values convenience over people's safety and lives which is not conducive to quality of life and livability. Again, please KEEP these bike lanes. Best Regards, Mark Eastwood

179. 10/21/2016 This letter is a request to keep the bike lanes open. Having more bike lanes would be a great idea! I ride with a group that utilizes McClintock 3 to 4 times each week and it's so much safer with the marked lanes. Would even be safer if the bike lanes were kept clear of debris from the roads. Having the bike lanes cleaned by the street sweepers at least once per week would also keep the bike lanes safer. Thank you, Sandy
180. 10/21/2016 I'm not sure if there some concern about the bike lanes on McClintock. Building a community in which bikes are used by a significant segment of the population takes time. Tempe is undergoing a lot of growth in that area, so please don't remove lanes prematurely. [Christopher and Berkeley Bayne](#)
181. 10/22/2016 Dear councilor, I've recently seen a great deal of comments, emails, etc. mainly against the recently upgraded bike lanes. These writers use poor logic and seem very selfish, trying to deprive cyclists of a small part of 'their' street. Their cost of having the bike lanes is a seconds longer drive; cyclists cost with no bike lanes is a good possibility of painful mutilation or even death. I use these lanes 5 or 6 times a week leaving from and going back to my house off Cornell. Before these new lanes, I felt that McClintock between Baseline and Guadalupe was too dangerous to bike on except in the very early morning. I used side streets going N almost to Baseline or S to near or onto Guad. I average one or more thousand miles a year bicycling; (all that takes is 20, 50 mile weeks and I'm retired) Almost all the milage, except close to my home, is on major streets, most with bike lanes. Side streets seem more dangerous than large mile streets with bike lanes. There can be children playing and running into the

street; older children on bikes going from one side to the other, around in circles, etc. with no awareness of a silent higher speed cyclist nearing them. I suppose they think themselves safe from cars because they can hear the engines and a driver will honk if a kid gets too close. I've yelled at kids on bikes to watch out, but this can confuse them. They know a car/truck horn belongs to a big motor vehicle. They have to look around if someone yells at them and in the mean time might be riding right into my path. I can maneuver quickly and stop about as fast as a car, but there are many obstacles on side streets like parked cars and square curbs, in some places, that will knock me down if I hit them. If I stop unexpectedly I might not get my feet out of the pedals in time and fall over. Some side streets don't have side walks so there are pedestrians to avoid. There are cars parked along the streets and I have to avoid someone opening a car door in my path. I can do this by riding in the middle of the street, but there is a bit of car and truck traffic, pushing me to the side of the road and near the parked cars. I see quite a few cyclists on major streets like McClintock, some using bike lanes properly, but others going the wrong way or riding on the side walk which is even more dangerous. Statistics show there are many more bicycling deaths from riding on the sidewalk than in the street. Maybe Tempe could advertise, mail out pamphlets, put up posters in school, etc. to teach people how to bicycle more safely. There are many dangers riding at even a medium speed, like 10 - 12 mph on sidewalks. There are pedestrians to avoid, those walking along the sidewalk and those crossing to go into a home, store, etc. not expecting a cyclist. There are people with baby strollers, sometimes multiple, in conversation. A cyclist might react by jumping the curb into the street, taking a car unaware. A cyclist in a bike lane or riding on the side of a road is easily seen (in the daytime) fairly far ahead and driver has time to move toward the center of the road. A cyclist popping into the street from the sidewalk is likely to get hit. Also on sidewalks are children on bikes going slowly, not in straight lines. The greatest danger in cycling on sidewalks is cars going from a side street, driveway or parking lot onto the major street. Stopping is required before entering a street and side streets have stop signs. Cars, however, cross the path of the sidewalk and stop as close to the major street as possible. If a cyclist on or coming from a sidewalk crosses a car's path, the driver has almost no time to stop or swerve. A cyclist riding on the side of the street is in the major street and is past the point where most cars stop. The motorist should and usually does check the traffic on the major road; the cyclist in a bike lane is 'out in the traffic' and should be seen by the motorist. Those against the bike lanes seem to be complaining that McClintock is narrowed to 2 car lanes in each direction because of the bike lanes. Northbound McClintock N of Guad had 3 lanes that quickly narrowed to 2 as it reached Libra. The only use of that partial lane was to turn right. S of Baseline around Harvard, McClintock gradually grew to 3 lanes for a total of about 200 yards. This again created a right turn lane. With the new bike lanes only 2 short sections of McClintock are reduced to 2 lanes. I guess there can be slight delays going N on McClintock at the light on Baseline when traffic is heavier. However this is entirely due to 'rush hour' traffic. Rush hours are worse when students return to ASU, etc. then again when the 'snow birds' return from the north to spend winter here. I believe these variations have more to do with traffic congestion than a few hundred yards of bike lanes impinging on traffic lanes. I don't know much about traffic engineering, but I think continuous 2 lanes of traffic North from the Western Canal might cause fewer traffic accidents than McClintock varying from 2 lanes to 3 back to 2, etc. There would be less lane changes and merging, which I think might be more dangerous than a steady flow of 2 lane traffic. Anyway, I just love the new bike lanes; I feel much safer and use McClintock much more and avoid the local streets. I'd rather that one's drive be slightly slowed than for me to be hit by a car! Renee Woodard

182. 10/22/2016 Hello, I'm a Tempe resident and I'm writing to you about this idea to remove bicycle lanes on McClintock Dr. 4 people in my household ride bicycles, frequently on McClintock Dr. Before the bike lanes were painted, riding on the sidewalk meant constant near misses with pedestrians who either don't care that bicyclists use the sidewalk too, or aggressively challenge bicyclists as they attempt to pass. I don't know who is behind this idiotic drive to remove something that is desperately needed AND WORKING WELL, but I sincerely hope that the council is smarter than that. Good day, Jason Kabat
183. 10/22/2016 I support the McClintock Drive lane reduction/addition of bike lanes done during the summer of 2015. We have lived in our house for 20 years. All 3 drivers in our house love the reduced number of lanes. I support keeping the two lane configuration regardless of what the studies show in regards to bike lane usage or traffic volumes because: 1. In some areas, the lane reduction has made the roads safer. McClintock used to reduce from 3 lanes to 2 lanes in a few locations. It helps that McClintock is now always 2 lanes. For example, these situations previously occurred: · There used to be accidents where the old 3rd lane suddenly disappeared northbound at McClintock HS; over the years several people hit the light pole because they didn't know the lane was ending (note the reflector on the light pole at Del Rio; I believe there were some very serious accidents there). · Cars in an ending 3rd lane race to pass cars in the middle lane (south from Southern to Del Rio; south and north from Guadalupe). 2. Having more lanes does not permanently solve traffic issues. Encouraging other modes of transportation and/or living closer to your work/life destinations does lead toward permanent solutions. · I believe that adding additional lanes encourages more drivers to use McClintock instead of the freeway or other streets; the traffic on the street will eventually adjust if it hasn't already. · I would rather see more emphasis on making Tempe feel smaller, cleaner, and more community oriented rather than a dirty congested metropolis · I drive daily from McClintock at Loma Vista to/from Hayden at Roosevelt during rush hour. I don't see any differences in my section of drive anyway regardless of what the studies say. It takes me 10-15 minutes to drive either direction 3. Bike usage should increase as more people realize bike lane availability and as there are more bike lanes added in other areas that connect to McClintock. · Please work on extending the bike lane on McClintock all the way to Scottsdale; that will make McClintock much more usable for bike riders. I work in Scottsdale and would love to ride a bike but McClintock is not very bike friendly north of Broadway. 4. I would love to see Tempe put an attractive median on McClintock similar to the ones that Mesa is putting in East of Dobson or that Tempe has put in on Broadway between Mill and Rural 5. I'm not a fan of the balusters separating the bike lane from McClintock 6. If you can't justify keeping the bike only lanes, then perhaps the bike lanes could become a multiuse lane ... for bus, bike, and right turn only; other cities have dedicated bus lanes (Tucson did when I lived there in the 70's) Thanks, Anne Till
184. 10/23/2016 Dear Tempe City Council, This email is to voice my support for the McClintock bike lanes and bike friendly measures in general. Cycling is an excellent way to improve human and environment health, cut down on traffic congestion, and is an affordable way to get around without a car. I regularly cycle to work and around Tempe. McClintock hosts multiple destinations that the broader Tempe community reaches by bike, including major grocery stores and restaurants. If the bike lanes are removed, cyclists would put themselves at risk to continue riding bicycles around these areas. Removing bike lanes would likely increase car-bike collisions, decrease numbers of cyclists, and increase numbers of cars. Sincerely, Arianne Cease
185. 10/23/2016 yes on bike lanes yes on bike safety!!!!!!!!!!!! don't neglect the safety of others! people are not invincible don't make it worse. THANK YOU! Leah Tan

186. 10/23/2016 As a bike rider in residence within the McClintock Elliot area since 1982, I have experienced the increases in traffic along the length of McClintock (Scottsdale to Chandler). **I support the current configuration of bike lanes on McClintock Drive**, here in Tempe for the safety of the bike riders in the streets and pedestrians on the sidewalks. Ben Hudson
187. 10/23/2016 Dear Council Members, The bike lanes on McClintock have improved safety for not only pedestrian and cyclists but also motorist. Prior to the bike lanes being installed I never liked or wanted to ride my bicycle on McClintock, and now use the road to get to grocery stores and restaurants on the street. Rather than remove these lanes, which will lead to decreased safety and increased crashes for all uses, I think that the bike lanes should be extended further north and south. Most of the anti bike lane comments I have read are more about people driving badly, speeding, weaving between lanes and blocking intersections, then because there are now bike lanes. Taking these bike lanes out will be a sad day for the city, Tempe will be taking a step backward for progress, safety and modernization. I also think that removing the lanes will cause the city lose its standing with the national bike community and to lose not only its current high rating but also bike tourism dollars as well as money generated from other events (bike centric or not). Please consider my own, my family, my friends and fellow Tempe residents safety, whether as a cyclist, pedestrian or motor vehicular operator before considering removing the bike lanes. Thank you, Susan Neill-Eastwood
188. 10/24/2016 Tempe Council, I would like to express my disappointment on the plan to remove any bike lanes in Tempe. Please vote no on any plans to remove. Daniel Wainwright Jr
189. 10/24/2016 Council, I wanted to express my desire to have the McClintock bike lanes preserved. I've had a bike almost my entire life. I would ride on the weekends but only as long as I didn't have to go too far. In the last year I've begun to ride a lot more. Our McClintock advocacy efforts has forced me to go out much more often than I would have otherwise and it has had a great impact on me. I have a different perception of distance now; where I used to think biking to the corner was all I should do now I see biking several miles as a normal thing. I have a different perspective on traffic; where I used to see traffic as everyone else's fault I now introspect (from my vehicle) and realize I'm part of the problem. I have a different perspective on local businesses; where I used to think it easier to just order what I need online I now actually notice the small business that I had driven past for years without seeing. My bike has helped me with all of this as it forced me to slow down, enjoy life and the small things a little more and connect with my community. Bike lanes are important to any community and to remove the protected bike lanes means removing A LOT of citizens ability to explore. The tiny lane in the gutter of the street just won't make the average person feel comfortable riding. And we all know sidewalk riding is not the way to go. Has anyone pointed out that it's in the name...sideWALK, not sideride!?!? Please help keep Tempe moving forward. Thank you, Christina Hudson
190. 10/24/2016 Tempe City Council, I am a newer resident of Arizona, I moved here from a city in Colorado with crumbling roads, disconnected bike trails, and a general fear of any new ideas. One of the reasons I chose to buy my home in the City of Tempe is because of the wonderful cycling infrastructure. When I first heard about the City's plan to remove a lane of car traffic on McClintock to create a safer route for bikes I knew I made the right choice choosing Tempe as my home. I am able to ride my bike to work and run errands safely because of Tempe's commitment to providing a safe and connected system of trails and bike lanes. I love living in Tempe because of the progressive and forward thinking ideas the city is not afraid to implement. Please do not allow the "haters" to influence you into bringing back the lane of car traffic on McClintock. More car traffic is not what Tempe is about. City planners have done a

great job creating a safe, functional, and bike friendly Tempe, please keep doing it! Thank you for your time, Mrs. Tiffany Bruno

191. 10/24/2016 Dear Tempe City Council, I am a user of the bike lane that runs north and south on McClintock from roughly Elliott to Apache. This is a good development in the City and I, as many others do, would like to register my support for the bike lane. Thank you. Glen Fletcher
192. 10/24/2016 Dear City Council, I was informed that the preservation of bike lanes on McClintock is on the next council agenda. I am sending this as a signal of my support for the continuation of the bike lanes there and the continued expansion of bike lanes and multi-use trails throughout the city which are part of the 2040 General plan. I purchased my town home in Questa Vida based on the developments that both ASU and the city have planned for the future. I believe that the commitment to both public and alternative forms of transportation and city-to-city trails makes Tempe a more forward thinking, progressive, community that will attract investment and new residents. Please keep moving forward, not backwards. Sincerely, Richard Ramsey
193. 10/24/2016 Dear Sir or Madam, I saw councilman Keating's post on NextDoor and wanted to express my support for the bike lanes installed on McClintock Drive. It's refreshing to see the city making such positive changes in our neighborhood. Besides providing an important bike-way connection to the regional system, the lanes are a commitment to a greener future by (hopefully) reducing trips up and down McClintock. Thank you for your time. Ted Brown
194. 10/24/2016 Dear Tempe City Council, I am a user of the bike lane that runs north and south on McClintock Road from roughly Elliott to Apache. This is a good development in the city and I, as many others, would like to register my support for the bike lane. In fact, I would like to see more bike lanes just like these. Thank you, Janet Nash
195. 10/24/2016 Tempe City Council, I saw a flyer just this morning indicating that the council will be voting on Nov 3 to possibly remove the bike lanes on McClintock Drive. I implore the council to vote in favor of keeping the bike lanes. Here are some reasons: * The lanes are already built, they are relatively cheap to maintain. I concede that completely remodeling the sidewalk to accommodate bicycles/pedestrians would be a more ideal solution, I suspect that the council considers this an expensive proposition. * I commute on bicycle 3-5 days a week via the bike lanes on McClintock. A rider's safety is greatly enhanced in the bike lane vs a sidewalk due to speed differences between pedestrians/bicycles and avoiding vehicles entering/exiting curb driveways. * I have lived close to the McClintock Dr/US-60 overpass for 12 years (i.e 10+ years with no bike lanes). Traffic congestion anywhere around US-60 in the morning/evening has always been heavy (e.g. there is long-standing signage at certain neighborhood entrances indicating no turns allowed at certain key commute times) Loss of the bike lanes results in a return to that prior status quo where there was still congestion and delays for vehicle traffic. * Prior to the bike lanes, McClintock was 3 lanes for a ~2 mile stretch around US-60. The bike lanes result in a uniform 2-lane configuration that eliminate choke points. This vote is a opportunity for the city to make a statement on traffic, air pollution and people congestion as a whole. Let Tempe serve as a model for cities that promote bicycling citizens. Stand with solutions that are better for people, the city, and the world. Thank you for your time, Sincerely, Russ Trotter (a proud Tempe citizen)
196. 10/24/2016 Greetings Good and Honorable Sir, Thank you Councilman Kolby Granville for Coming to The Lakes this evening for a bit of a Town Hall. Thank you for your continued support for the McClintock Bike Lanes. Every surface street should have bicycle lanes or even better offer trees and other staunch obstacles to keep cars away. As one on the verge of graduating from ASU with a Master's of Sustainable Solutions. One might call me a Master of Sustainable Solutions. I figure all City Council Folks and the Mayor will appreciate these

issues. The Governor's Office is currently granting a Valley Police Department \$95,000 to Green their Operations who are using it to buy 4 Zero 100% Electric Police Motorcycles. The sale is pending soon and I'm sworn to secrecy to protect the innocent and prevent spoiling the sale. When they close I'll share everything I know which includes a Sergeant who is willing to help others Departments learn his procedures and ultimate success. I wrote Police Chief Sylvia Moir and some other Brass over there last week on this as Councilwoman Kubly requested, but only got an auto response as she was at Training. 2014 Zero Motorcycle Police video from San Jose State University PD featuring Officer comments on the very positive public opinions and interactions of the motor bikes that make no noise at 1:50 minutes out of 3:03 minutes total. A tad later at 2:10 the Officers talk about how they have no range anxiety at all using it on 12 hour shifts and very rarely even manage to get it down to half a tank(battery).

<https://www.youtube.com/watch?v=AKq0FcWp0qM> Tesla continues to innovate far and away more than the other traditional Car Companies and recently announced full autonomy on new Tesla's moving forward. I imagine that in such a mode with radar, cameras, and Etc constantly looking 360 degrees for trouble will make driving safer. Tesla opened in Tempe at 2077 University Drive just West of the 101 and Mon-Fri from 10:00am to 7:00pm it is easy to pop in and get a Test Drive on a Model S and Model X with little to no wait. There is a way to Electrify most Hand Brake Bicycles today through the Bottom Bracket and travel at about 33 mph and have 50 miles per charge. Formerly based in Tempe: [www:LectricCycles.com](http://www.LectricCycles.com) Ronda Martin lost 270 pounds in part with the assistance of an Electric Assist Bike! Today she has done 5 half marathons and a couple sprint Triathlons Facebook page "Living Instead of Existing" A brief testimony: <https://www.youtube.com/watch?v=kRNVJgtj6n8> Solar Freakin Roadway aka Solar Roadways <http://www.solarroadways.com> Per tonight's discussion after hearing re-striping McClintock would cost \$100K Solar Roadway Featuring instant re-striping with the computer right log-in for bike lanes, highway lanes, Basket Ball Courts, or Soccer Fields! All every minute For the cost of \$0.00! If you have 7 minutes please watch the Solar Freakin' Roadway video.

You may have seen it already as it has gone viral in the past months with almost 22 million views. The SR could pay dividends all over the world and especially in the Sunniest State in the Union. It may seem like a Pipe Dream but they recently completed that Indie GoGo Crowd Funder they mention in the video. They wanted to raise \$1 Million but instead they earned nearly \$2,200,000 pledged! They also have the officially recorded support of Idaho GOP Senator Mike Crapo. Add to that the finished prototypes they have made and tested already, inventor Scott Brusaw says it will hold an M1 Abrams Tank easily that weighs 70 tons. I just read Boston has installed some Solar Park Benches one can plug a phone into to recharge. If Boston installed that already why wouldn't we make the all roads and paths Solar Roadway Panels in the Sunniest State in the Union? Solar Freakin' Roadway Link:

<https://m.youtube.com/watch?v=qlTA3rnpgzU> Hearing from Councilman Granville that every single transit line loses \$\$\$ per passenger differing on some factors... is before Electric Buses and their inevitability are considered. Last Summer in June or July Valley Transit installed a BYD Electric Bus Charger at the Tempe Valley Transit Hub and ran a trial on the Tempe Orbit for one week. One Driver Trainer I found on a Saturday driving a Tempe "Water Audit Conservation" EV was quite ecstatic to have figured out on his own that day to go from 8-9% of Battery Consumption per Orbit Route to 5% and then down to 2%...all on Regenerative Brakes...All the exact same route ☐ Most electric cars have decent, good, or excellent Regenerative Brakes which spins the motor backwards to slow the car without engaging the brake system...which also drastically reduces and perhaps near eliminates brake jobs. From what I gathered BYD swore they solved the Battery and Heat problem and has probably achieved that just as adequate cooling by Tesla, Chevy, and Ford has proven quite effective! Does anyone know how

the BYD Electric Bus Trial is proceeding? The Chevy Bolt 240 mile range per Charge for +\-\$30K after the Federal Tax Credit of \$7.5K is due at Major Chevy Dealers in December. The EV Club has staked out Chapman Chevy Tempe on Baseline and Midway Chevy off Bell Rd for sure bets by December. <http://m.chevrolet.com/bolt-ev-electric-vehicle.html#.V-FIZDRHbCQ> Sustainably Yours, Andrew Lane

197. 10/25/2016 I have recently been advised that the City of Tempe is planning on eliminating the McClintock Bicycle Lane. As a recreational cyclist who at time cycles Tempe I would be disappointed if this lane should be eliminated. This lane which I believe should be extended the full length of McClintock instead of eliminated. The route courses past through Three Park and Ride facility's, the light rail route and provides the opportunity for bike and ride across not only Tempe but the Tempe Metro Area (I am a promoter of Tempe). This route provides direct and easy access to Tempe's residential to business and commercial areas and back again. I believe the members of the City Council and Mayor should support, extend, maintain and support the McClintock Road bicycle lane. Thank you John Kevin
198. 10/25/2016 Hi There, I just want to say that I love that the City of Tempe added the bike lanes to McClintock Road. This bike lane is used by my family and makes me feel safer as a cyclist. I have not noticed much increase in traffic as I commute up McClintock every day for work. It would be a shame to use tax payer funds to remove this treasure. Please vote to keep them. Best, Kelly Saunders
199. 10/25/2016 Dear Council, It is deeply upsetting that Tempe is on a path to remove the McClintock bike lanes. For one, it goes against the voter approved General Plan 2040 that outlines adding more bike lanes. While McClintock is not well connected to other bike infrastructure YET, it can act as a great corridor for cyclists, especially when it extends to University, when Broadway extends east to McClintock, and when Mesa connects to it as well. Removing the bike lanes removes the potential for cycling connectivity. This pushes riders onto sidewalks, which is significantly more dangerous than riding on the road (http://www.bike.cornell.edu/pdfs/Sidewalk_biking_FAQ.pdf). Do you as a Council want to be responsible for removing a safe bike infrastructure and put those riders (including myself) back in a higher risk situation? There are other reasons to not remove the lanes, such as the fact that it is a waste of tax payer dollars. Plus, contrary to any who argue that traffic has gotten worse, study after study shows that adding bike lanes often **improves** traffic flow (<http://www.citylab.com/cityfixer/2014/09/when-adding-bike-lanes-actually-reduces-traffic-delays/379623/>). I'd also like to note that as a rider, I noticed the traffic count pneumatic tubes... I'm not sure if the ones you have are sophisticated enough to differentiate between cyclists and vehicles, but if it can, it was not placed well to track cyclists. I had to ride out of my zone to ride over the tube. I hope I counted as a cyclists and not as a vehicle...So I question the study Tempe has conducted on their efforts to measure cyclist activity too. Ultimately, I want to circle back to the point that the people voted for bike lanes. Bikes have long been omitted from infrastructure and it's time for those who rely on cars (I'm not hating on cars, I have one!) to learn how to share the road. Let's move past the Valley's infamous reputation as an autocentric city and show the nation that we are leaders in bicycle infrastructure and safety! I ask that you please stand with your constituents and voters who approved the plan and utilize the safe route for commuting and recreation. Your consideration is tremendously appreciated. Thanks, Becky Santiago
200. 10/25/2016 Hi there, I was just writing in ahead of the upcoming vote on the bike lanes on McClintock. I use these bike lanes on a weekly basis and without them wouldn't feel comfortable biking in the area. They are vital to how I get around in Tempe. As the host of ASU'S main campus, Tempe has special considerations for traffic. Many students cannot afford cars,

but still bike to work to the grocery store and so on. Sidewalks are not enough, it has been proven time and again that the most likely place for bikers to be hit is on the sidewalk. Bike lanes are essential to the growth and future of Tempe. Tempe should be a forward looking city, so why are we trying to move backwards? What is the point of having a beautiful lake to bike and walk around if the moment we get away from it it becomes inaccessible and dangerous to navigate? Bike lanes make a city more liveable and look towards the future. I understand that there are many people who have complained about added commute times. I have been lucky enough to have heard a speech from the transportation engineer that designed this bike lane. They have data from before and afterwards of commute times and speeds. People are generally slower by five minutes or so, not a big price to pay when it means that each year there are fewer bicycling injuries from unsafe streets. I hope that Tempe follows through with the General Plan 2040 and does not ignore all the voters who approved this plan simply because of a vocal minority who have to spend five more minutes in traffic everyday. Please take a stand for us as people who have no choice but to bike, and want to feel safe in our own town. Keep the bike lanes! Thank you, Sydney Doidge

201. 10/25/2016 To Whom it May Concern, I ask that you consider voting to retain the McClintock bike lanes at the council session on November 3rd. Voters approved General Plan 2040 with the intent that Tempe works towards being a progressive and modern city that is more accessible for alternative forms of transportation and does its part in limiting its carbon footprint. The McClintock bikes lanes are one of the very few North-South arterial streets on which a cyclist can safely ride in their own dedicated space without harassment from drivers, and is a major step forward in modernizing Tempe's urban design. In addition, I implore you to consider the statistics shown by the city of Tempe's GIS traffic counts, wherein the peak traffic volumes on McClintock are nearly equivalent or less than they were in 2014. Removing the McClintock bike lane is a major step backwards in a city that should be aiming to be an example of progressive urban design in a metro area that is generally lagging 25 years behind its counterparts around the country, so again I urge you to vote to retain the McClintock bike lanes. Thank you for your time, Scott Jones

202. 10/25/2016 To Whom it May Concern, I ask that you consider voting to retain the McClintock bike lanes at the council session on November 3rd. Voters approved General Plan 2040 with the intent that Tempe works towards being a progressive and modern city that is more accessible for alternative forms of transportation and does its part in limiting its carbon footprint. The McClintock bikes lanes are one of the very few North-South arterial streets on which a cyclist can safely ride in their own dedicated space without harassment from drivers, and is a major step forward in modernizing Tempe's urban design. In addition, I implore you to consider the statistics shown by the city of Tempe's GIS traffic counts, wherein the peak traffic volumes on McClintock are nearly equivalent or less than they were in 2014. Removing the McClintock bike lane is a major step backwards in a city that should be aiming to be an example of progressive urban design in a metro area that is generally lagging 25 years behind its counterparts around the country, so again I urge you to vote to retain the McClintock bike lanes. Thank you for your time, Alan Bonk

203. 10/25/2016 To whom it may concern, Myself, and other cyclists I know, would like it if the bike lanes on McClintock remain. I understand that the argument for removing the lanes is that not enough cyclists use them. This isn't because of the lanes themselves, this is because there is not enough bike lanes around McClintock from which you can access the McClintock lanes! Do you expect cyclists to brave Broadway, which has bike lanes for about a block, to get to the McClintock lanes? No, we are going to take a different route or cut through neighborhoods. Instead of paying to remove the lanes, I ask that you use that money to build

MORE bike lanes on roads like Broadway, and Rural Road. Especially Rural Road, which is used heavily by students but has no bike lanes, forcing students onto the sidewalk. More bike lanes around the McClintock lanes will lead to an increase in use. Thank you, Alissa Albrecht

204. 10/25/2016 To Whom it May Concern, I ask that you consider voting to retain the McClintock bike lanes at the council session on November 3rd. Voters approved General Plan 2040 with the intent that Tempe works towards being a progressive and modern city that is more accessible for alternative forms of transportation and does its part in limiting its carbon footprint. The McClintock bikes lanes are one of the very few North-South arterial streets on which a cyclist can safely ride in their own dedicated space without harassment from drivers, and is a major step forward in modernizing Tempe's urban design. Removing the McClintock bike lane is a major step backwards in a city that should be aiming to be an example of progressive urban design. I personally use the McClintock bike lanes on a weekly basis and their removal would make traveling north and south much more difficult for me. So again I urge you to vote to retain the McClintock bike lanes. Thank you for your time Jack Gillick
205. 10/25/2016 Good morning, I understand there is a council vote on Nov. 3 to discuss the bicycle lanes on McClintock Dr. As a resident of Tempe, I would like you to hear my voice on this issue. I am unclear what the major motivation is for removing the already installed lanes but I believe it is inconvenient to the drivers who are complaining. If we start removing safety features designed to protect the community in exchange for convenience we may as well start getting rid of school zones, traffic lights, speed limits, lane lines, crosswalks, etc. Do we really want to live in a community that is dominated by people isolated behind glass and steel exclusively? It is amazing how much interaction I have with pedestrians, other bicyclists, and yes, even drivers in Tempe when I am out riding my bicycle. I find the overall experience much more interactive and this is one of the features that makes Tempe unique in the valley. I own a car, but purposely chose to live in Tempe so I don't have to drive it in order to execute regular chores or just to travel to the places I like to enjoy visiting. I personally commute by bicycle around 120 miles per week. Having safe roads that allow me to get back home to see my family every day is an absolute necessity for me. Didn't Tempe voters already weigh in on this issue when we approved General Plan 2040? We know that climate change is real. We know that the burning of fossil fuels and finding clean sources of energy will become a necessary part of our short-term future. Many of the drawbacks to converting from current technology is that the infrastructure is so ingrained to support old technologies and ideas that it is expensive and inconvenient to convert it. However, Tempe should be a leader in community development and not revert to the tired technologies that have created gridlock and force us to be reliant on fading policies that simply will not work in the coming years. It is time to make a stand to commit to moving forward and creating a community that works for all its residents and not allow people who are just in a hurry to dictate our infrastructure. Best regards, Mark Allen
206. 10/25/2016 I am sending this to express that I do not agree with removing the bike lanes on McClintock Drive. Linda Murphy
207. 10/25/2016 To Whom It Concerns, I ride my bike everywhere. I ride it to ASU. Where I pay a lot of money already to attend classes. Is the council really going to make it even more difficult to afford college? Impede mine and many students transportation to and from class in this college town? I'm not sure how removing bike lanes will accomplish anything but unpredictable driving conditions for people in cars and increased risk to the safety of bicyclists on the road who are going to continue taking the same routes to the places they need to go. Not to mention this disproportionately affects the low/no-income citizens. If people are concerned with getting to work on time they should consider leaving early enough for work to

account for traffic on the road. This traffic should include cyclists who can afford no other mode of transportation. Hoping for Logic, Trenton Douglas Meryhew

208. 10/25/2016 Hello, I would like to keep the bike lanes on McClintock Drive. As a biker, having the opportunity to commute in a fair manner is important to me and all of my fellow cyclists. We would like to not have an automobile *dominant* community, but rather one that treats all modes of transportation in a fair manner. Regards, Nicholas Smart
209. 10/25/2016 Ever since they were put in, I have been a daily user of the McClintock bike lanes. It has made my commute to ASU and surrounding businesses so much safer. I believe that sidewalks should be reserved for pedestrians only and taking a lane of traffic on my bike can make drivers aggressive. A bike lane keeps cyclists off the sidewalk and away from cars, improving everyone's use of the roads. I think removing the bike lanes would be a big step backward for Tempe. Every biker in the lane is one less car in the road and I think more should be done to encourage greener modes of transportation. Daphne Vilchis
210. 10/25/2016 Hello Councilmember, I purchased a home along McClintock Dr in March and the most important factor in buying my home was location. I spent over a year determining the best location to live, and as a bike commuter without a car my decision was largely impacted by the presence of bike lanes. I considered many East Valley cities, but ultimately decided to focus my search in Tempe due to the current and planned bike infrastructure. I have seen huge improvements to bike lanes in Tempe throughout the last several years, but the removal of the McClintock lanes would be a huge loss for our community. I bike commute over 4,000 miles a year and use the lanes daily to get to and from work. The lane removal would have a significant daily impact on my safety and would be a waste of tax payer money. We should look forward to further improve bike infrastructure so more residents can feel safer using bike lanes - not backwards by removing them. Continuing to add bike lanes, bike signage, and adding infrastructure to allow cyclists to easily make left turns is how we should be spending our resources, so residents can safely get to their destination without fear of getting hit by a motor vehicle. I urge you all to vote against the removal of bike lanes on McClintock Drive. We voted in favor of General Plan 2040. Let's continue to move Tempe forward. Sincerely, Victoria Polchinski
211. 10/25/2016 I am vehemently against the removal of a lane of vehicular traffic on McClintock for bicycle traffic that doesn't exist. There is minuscule bicycle traffic beyond the ASU campus and the dedicated bike lane has added to congestion on McClintock and the collector streets, created hazardous driving conditions at intersections and commercial driveways, degraded the quality of life, and pitted cyclists against everyone else. A McClintock bike lane is NOT the answer to Tempe's ills... it has made them worse. John Morris and Carver Terrace
212. 10/25/2016 Dear Councilpersons, I'm growing weary in having to continue to write to you, asking to please keep the McClintock bike lanes. Bike lanes make us all safer. You know the statistics. Please don't cave. My life depends on it. Denise Johnson
213. 10/25/2016 ALCON, Rest assured that I will be there if I have no other obligations in my schedule. Public safety and ease of access to public utilities (buses, schools, roads) that are paid for in part by my tax dollars are of importance to me. I thank you all for the prompt replies. V/R, Trenton Meryhew
214. 10/25/2016 Dear Council Members - This is an email regarding the McClintock Drive bike lanes. As a Tempe, AZ resident, and daily cyclist, I know how important these bike lanes are for the community. Personally, I am not 100% confident riding alongside traffic, but having designated bike lanes relieves some of my anxiety and helps me to feel comfortable amongst the vehicles. Removing these lanes will cause me to go back to riding on the sidewalks, which is

actually more dangerous than riding in the designated bike lanes. Drivers do not expect someone moving faster than a pedestrian to cross in front of them on the sidewalk. As a driver, I have not seen a significant impact while driving on these roads. I take McClintock down to Chandler as well as to the local Sprouts, and I have never thought that the bike lanes were causing an issue. The bike lanes actually make me more aware of my surroundings, and ensure that I look for cyclists on the road. Overall, I hope that these bike lanes remain in place and ensure the safety of cyclists and keep drivers aware of their surroundings. Best Regards, Kelsey Schattnik

215. 10/25/2016 Hello, As a Tempe resident, veteran, and voter, and as an Urban Planning student, I would like to communicate my support for the bike lanes on McClintock Drive. This is in part to my support for the ongoing infrastructure work laid out in the voter approved General Plan 2040. I believe much of the lashing out against the bike lanes was due to poor communication with the community prior to the bike lane's installation. Now that the bike lanes are in place, the city council should take the opportunity to communicate to the community the positive variables the bike lanes have already added, such as a reduction in accidents on McClintock, as well as to address the misconception that congestion has increased with the removal of a traffic lane. I feel the decision to remove the McClintock bike lane would be the result of a second failure by the city to communicate its plans and actions to its citizens, with this instance resulting in increased motor vehicle accident rates (as seen prior to the installation of the bike lanes), a reduction of miles of bike infrastructure in Tempe, no decrease in auto congestion, and a reversal in transportation equity. Please vote to **keep** our bike lanes. Cheers, Mike L. Morningstar
216. 10/25/2016 To whom it may concern, Bike lanes are very important for every commuter. I use these bike lanes and it is important for my safety and fellow bikers. This plan is further to improve safety for those all around. Thank you, Garrett Nez
217. 10/25/2016 Hello, I am writing you to say that the bike lanes should STAY on McClintock. I use that route frequently to ride to my friend's house. Without the bike lanes, to be honest, I would probably still ride on McClintock, but I would ride in the center of the right traffic lane. In my experience, this is the best way to stay visible and to have my space respected by drivers. However, that method seems to anger some of them, and I have been yelled at before for using this method which is safer and more comfortable than using the sidewalk. I also have many friends who use the lanes for different purposes. Therefore, for everyone's sake, the lanes should stay. Thanks, Max Barrezueta
218. 10/26/2016 Dear Mayor Mitchell and the Council, I am writing to support keeping the McClintock Bike Lanes. I am one of the board members of Tempe Bicycle Action Group, our mission is to advocate for good bike infrastructure that increases safety, builds equity, and fosters increased ridership. I argue for these lanes, not simply because I like bike lanes but because they accomplish all of the goals we advocate for, especially safety and equity. I have attached three PDFs with maps I created from the Tempe Bike Count information. The results are that there are less people riding the wrong way (against traffic) and less people riding on the sidewalk. It may seem counter-intuitive, but people are less likely to be involved in a collision when they are riding with traffic, in a bike lane (or in the transportation lane). This is largely due to sight lines for people who are driving (we look towards oncoming traffic and along the lane of travel, checking for pedestrians, but not for fast moving bikes). Studies stretching back 30 years show that it a person riding on the sidewalk is 2 - 6 times more likely to be involved in a collision. Two of the maps attached show the drop in the percentage of people riding on the sidewalk (Change_ROS.pdf) and wrong way riding (Change_WWR.pdf). The third map (Island.pdf) shows how disconnected McClintock is from the rest of Tempe's, valley leading, bike

infrastructure. There are few points of contact for people who would choose to use the McClintock lanes. Because of that, there are many people who use McClintock, not because they wish to ride for recreation or errands, but because they have no choice. Without a car, a bike is an excellent choice to commute, these lanes help those with less options remain safe while they attend to their daily needs. Ridership on McClintock will react as further infrastructure connects it to the rest of Tempe, it is an island now, but one with many opportunities to connect. North to Apache road is necessary, the Southern lanes, and Broadway lanes are necessary. Already Phoenix, Mesa, and Chandler build towards Tempe's leadership. Please consider the bike lanes as an improvement in the overall infrastructure of Tempe. In order to solve traffic congestion problems, it will be important to look at innovative designs for trouble areas (Southern to Baseline across the US 60, the 202 to University) we are supportive of this process and thank you and the Tempe staff for upholding the vision in the General Plan 2040 and the Tempe Transportation Master Plan. Sincerely, William T. Terrance

219. 10/26/2016 Dear Ladies & Gentlemen of the Tempe City Council- I've lived in Tempe for 38 of the last 39 years, and all of those near the intersection of McClintock Dr. & Baseline Rd. I don't ride a bike on any of the major streets, and I frequently drive along the stretch between Elliot and Broadway Roads. Which is to say, the new bike lanes on McClintock provide no direct benefit to me, and theoretically constitute a detriment by claiming road space that formerly contained auto traffic. These facts notwithstanding, I urge you not only to leave the McClintock bike lanes in place, but to expand bike lane implementation in Tempe when feasible. There are a number of compelling arguments for this position, but in order to keep this email reasonably short, I'd like to mention just a few. One of the likely primary complaints against these bike lanes is that they have caused an increase in auto travel time. My own anecdotal experience doesn't support that claim but, even if the aggregate data should show an increase in auto travel time, traffic on McClintock will eventually reach an equilibrium with the other options available to drivers (e.g. Rural Road, Price Road, or simply staying on the freeway instead of taking surface streets). The key point is this: traffic will expand or contract to fill the space made available to it. The short abstract at the top of [this Victoria Transport Policy Institute paper](#) is an excellent (and concise) introduction to the phenomenon of 'Induced Traffic'. Here are the first two sentences: "Traffic congestion tends to maintain equilibrium; traffic volumes increase to the point that congestion delays discourage additional peak-period trips. If road capacity increases, peak-period trips also increase until congestion again limits further traffic growth." Essentially, if there's congestion on McClintock, there's going to be approximately equal congestion on every alternative route. Some of this congestion is presumably due to commuters passing through Tempe on their way from the Southeast Valley to Phoenix and the West Valley, and vice versa. Though the argument could be made that Tempe businesses may benefit from non-Tempe residents passing in view of their storefronts, it strikes me as unlikely that many commuters are stopping during their commutes to frequent these shops. If the primary effect of this trans-Tempe commuter traffic is simply the brief passage of cars along our surface streets, what is the benefit of encouraging this behavior by increasing lanes of auto traffic? And if the city and its citizens accrue benefits corresponding to the reasonable reduction of auto lanes, then that clearly seems the more beneficial avenue to pursue. So are there such benefits? I believe that there are. At the risk of sounding a bit over the top: what is it that makes Tempe special? I can think of quite a few reasons but, relevant to the question at hand, there is a character of community in Tempe that I've found to be unique among Valley cities. Many cities and towns of the Valley are content to embrace their cloistered lives of suburban isolation, but Tempe tries to be different. Although we're not always successful, we work to maintain the sense that Tempeans are connected with each

other. Some actions encourage this outcome and others deter it. For example, the presence of Changing Hands Bookstore adds to the feeling of community near the intersection where it's located. It's a place where people can see and interact with each other. Similarly, bike lanes increase our connectedness with each other merely by adding the presence of people who aren't sealed inside their cars or garages. They encourage personal communication (even non-verbal) in ways that don't otherwise occur. In short, they increase the overall feeling of community in our city, even if modestly. There are many opportunities all over the Valley for people who prefer to live in isolation from their neighbors and the greater community; let's work to keep Tempe a place where people like and want to interact with each other. (It seems ridiculous to add this as if it's an afterthought, but clearly the biggest benefit that all of us receive from increased bike traffic is the corresponding reduction in emission of greenhouse gasses. But you either already accept that this is the most immediate, catastrophic danger facing humans or you don't, and my arguing it here isn't going to change anyone's mind.) The bike lanes on McClintock are not perfect, of course, though the addition of "candlestick" separators has already done much to improve comprehension of lane usage. Perhaps even greater results could be achieved by things like clearer lane markings (e.g. more hatched lines, more bicycle icons), but I strongly encourage you to support these bike lanes and their continued improvement. Bike lanes are absolutely in keeping with the history and character of Tempe and are an important factor in moving our city forward as a community worth living and investing in. Thanks very much for your time, Ian Vandeventer

220. 10/26/2016 Dear Sir/Madam: I am writing to express my hope that the bike lanes on McClintock be kept. I am an avid cyclist and an avid voter, and I was happily surprised when they were put in last year. Please keep them! Rick Boyle

221. 10/26/2016 To Whom it may concern, I am writing to express my support of the bike lanes. I am very happy that the lanes were put in and even though I do not use them regularly they are a very vital part of a growing bicycle transportation network. I know that city council has made plans to connect Broadway and I have heard rumors about connecting Southern to the bike lane. Once that is done and the lane is extended to Tempe Marketplace I look forward to using it several times a week. Hopefully, Tempe will keep the lanes open and will continue the expansion so that I can continue to get around the city with my chosen transportation method. I find it very disheartening that we have had to defend our right to the road as cyclists twice within the last year and feel like cyclists are being punished for choosing a method of transportation that is not the same as a majority of people. Please do not set the precedent of removing transportation options from our citizens. We have voted for the lanes, then voted to keep them open, please allow us to keep the lanes and put this to rest. Thank you, Brandon Imhoff

222. 10/26/2016 Dear City Council Members, As a cyclist, driver, Tempe resident, and ASU employee I am writing in support of keeping the new bike lanes on McClintock Drive. Over the past 6 years I have cycled more than 30,000 miles on valley roads and had many encounters with drivers - both good and bad. Lots of the bad encounters are because drivers are increasingly distracted while driving, unwilling to share the road, unaware or not looking for cyclists, or just plain bad drivers. Bad encounters mostly occur when bike facilities/lane are non-existent and cyclists have to share the road with drivers. For a cyclist this can be very intimidating, and for a driver it can be frustrating to wait to get by a cyclist or predict a cyclist's path. From a bike commuter's point of view, the McClintock bike lane is the one of the few continuous, north-south arterial bike lanes in the city, and may in fact be the longest. The improvements from Guadalupe to Broadway only serve to make the busiest, most congested sector safer than it has ever been. On the flip side, Rural Road has minimal to no bike lanes

north of the US 60. Mill Ave only runs from Baseline to Apache uninterrupted. Price Road is too isolated (and is perceived by drivers as an alternate lane of the 101 freeway) to be safe. Priest Road is one of the better roads with lanes from Baseline to Rio Salado but is not well connected to central Tempe, downtown, or ASU. Now drivers may complain that cyclists don't belong on the road, and to some extent I agree. Separated bike paths are the best method to keep cyclists safe, but they can be much more expensive than non-separated bike lanes. McClintock Drive on the other hand is the middle path - better separation with some barriers, but in the same right-of-way. I feel much safer there than in Mill Avenue's bike lane. I understand from a driver's point of view how frustrating traffic can be with a lane removed, but this is a small inconvenience to trade for the personal safety of bike commuters and enthusiasts. As importantly, drivers are better protected from the liability of hitting a cyclist in the McClintock Drive bike lanes. Furthermore, driver/taxpayer's most likely won't support more capital outlay (and tax increases to pay for them) to accommodate separated bikeways. From a bike commuter's point of view, the McClintock bike lane is the one of the few continuous, north-south arterial bike lanes in the city, and may in fact be the longest. Rural Road has minimal to no bike lanes north of the US 60. Mill Ave only runs from Baseline to Apache uninterrupted. Price Road is too isolated (and is seen as part of the freeway) to be safe. Priest Road is one of the better roads with lanes from Baseline to Rio Salado but is not well connected to central Tempe, downtown, or ASU. McClintock bike lanes keep the most industrious parts of the city accessible to all, including those who use a bike as their primary form of transportation. For lower income residents this is a vital commuting option. Therefore, I would advocate for the preservation of the existing bike lanes as a benefit to both cyclists and drivers, and advocate against their removal due to the safety and cost implications of doing so. Retrofitting those three miles back to six traffic lanes will create additional cost to taxpayers, inconveniences to drivers (and cyclists) while being retrofitted, safety concerns for cyclists, and discourage anyone considering cycling for its health and cost benefits. Thank you for your time and attention, Paul Prosser

223. 10/26/2016 To whom it may concern, Research has shown bike lanes improve the safety of all travelers including pedestrians, automobile drivers, bikers and persons with disabilities. Bicyclists are vulnerable road users when there is no designated bike lane or buffer from the motorist to the avid cyclist. As a transportation planner, I know that vehicle lanes should be no more than 9 – 10' wide to keep vehicle a speeds close to the posted limit, and bike lane width averages 3 – 5 feet from the curb. Speed is the number one factor in collision severity among cyclists and removing the designated bike lanes along McClintock Drive increases the chances of a traffic collision. Bike lanes also are necessary to encourage bicyclists to ride with traffic rather than against it, as well as, making the riders feel safe and protected when sharing the roadway. I have lived at the corner of Broadway Road and McClintock Drive for 6 years now, and I've seen tremendous improvements since the bike lanes have been in place. I've witnessed automobile drivers driving slower, and drivers being more cautious and aware of their surroundings along McClintock Drive. This roadway is one of the many popular arterial streets in Tempe, and removing the bike lanes would not only further disrupt traffic flow bit it would waste already spent tax payer money that could be better utilized for other city improvements. As a leading city in the metro area, Tempe continues to demonstrate its commitment to bicycling, light rail and other mass transit and transportation options. Additionally, bicycles are good for business. Bicyclists spend more money at local restaurants, bars and convenience stores than people who drive. Bicycling is good for a person's health and builds community. Adding more car-only lanes simply induces demand. The more roads you build, and the wider those roads are, the more cars that come. Build bike lanes and bicycles will come. McClintock is now much safer because speeds are lower. Single occupancy vehicles take too much space from

other road users. A modern sedan or SUV takes up more space than 9 bicycles. Why should they be entitled to 9 times as much space on the road? If this bike lane is removed, it will have to be implemented later which will be more difficult. Removing this facility would be one of the biggest mistakes Tempe has ever made, and would set transportation engineering in the city back by decades. So I urge you to maintain the bike lanes along McClintock Drive and continue making Tempe roadways safe for all modes of transportation for pedestrians, cyclists, and motorists. Thank you, Lisa Koon

224. 10/26/2016 Please keep the bicycle lanes. I ride 5-6 days a week and my life is literally more safe when I have the opportunity to ride in the bike lanes. Without bike lanes cyclists are infinitely more vulnerable to collisions with vehicles. Please consider the thousands of us that ride our bikes to work, and or for recreation. Thank you. Please excuse any clumsy typing errors - Sent from the iPhone of: Ben Dodge
225. 10/26/2016 To whom it May Concern, I'm a bicyclist of over thirty years and I love to see the bike lane on McClintock and so many other bike lanes being created! I ride in Tempe often & am considering living there soon. At that time, my bicycle will be, not just for recreation, but for my regular transportation. It is so important to have safe places to ride especially when one is going to work or school. From the research I have done, losing a lane in the road seldom clogs up auto traffic, in fact it often permits better traffic flow because both the automobile drivers & the bike riders know exactly where to be. Thank you very much, Kathleen Seery
226. 10/26/2016 Dear Council Members, I implore you to keep the bike lanes on McClintock. As a student, bikes are not only a cost effective but a healthy way of travel for me and I would be happy to be part of a community that not only sees to the need of many of the students that use this as their option for daily commute but also promotes healthy living and safety for people. Also, bikes are not just a means anymore, they are part of a lifestyle that wants to be healthy and reduce the carbon footprints that they are leaving. Please see the reason to this. Regards, Rudra Saha
227. 10/26/2016 Hello Council I'm writing you to share my thoughts on keeping the bike lane on McClintock. There are those who believe their trips take longer after the bike lane, which has been found to not be the case, some segments are even shorter. None of the changes are found to be statistically significant. Perception is often stronger than logic, and watching most of a mile with a lane they once had is stronger than dealing with the merges that take place all along McClintock, which the repaving removed. I can understand the misattribution. What is statistically significant is the reduction in mid-block crashes. There are fewer crashes, about 35% fewer, after removing those merges. Putting the extra lanes back doesn't lead to faster travel times and it leads to an increase in crashes. In the last couple years I've encouraged friends to move back to Tempe, having left it for more progressive places. They are choosing other cities since they are ahead of Tempe with their forward-thinking changes. I've seen droves of friends chose Phoenix over Tempe. Mesa is doing a better job with bike lanes and infrastructure. REMOVING a bike lane is so wrong headed. Please consider the logical approach to the bike lane on McClintock. Cordially Tim Tagtmeyer
228. 10/26/2016 I fully support the bike lanes on McClintock from the Western Canal to Light Rail on Apache. This is the next step in creating a more Bike Friendly Tempe outside the ASU Campus. The street feels safer with just two lanes. No more crazy people driving like maniacs passing on the right! Signalized improvements to the canals have also been very important to being Bike Friendly. Thanks Very Much for doing the hard work ! Joseph Michael Bicycles
229. 10/26/2016 To the council- I wish I was emailing you to thank you for the bike lane, but I've already done that. Instead I'm emailing you trying not to sound like a jerk. Really though...

Part of me wants to dare you to remove the bike lane on McClintock. Do it. And when the first person to get plowed down on a bike dies- and that car is a hit and run? Then what? You're not dumb people, you're smart, removing a bike lane would be dumb. Don't be dumb. Be smart. Leave the bike lane. Of course some people aren't going to understand, they'll claim you wasted their money- they'll Tell you that there is a side walk, let the cyclist use that. But it's my money too, we all know that anything over 26" wheels is illegal to ride on the side walk. So why should I risk getting a ticket because joe blow is mad that you added something to enhance our city? I should be thanking you, but instead I'm complaining to all of you- the ones who are for it- this isn't for you, those on the council who are on the fence- need to get off the fence and find other things to take care of in the city. It doesn't matter if 1 or 1000 people use the bike lane, the bike lane is being used. I use it. You could use it, those who hate it could use it, and they would find out that even with the lane, even with the protective polls - it's still not a guarantee that someone won't get hit. I don't want to waste my time or yours, begging you to do the right thing. It's not rocket science here folks. If I have to take more time off work to come down there for another meeting- to beg you to not remove the bike lane. I won't be very happy. You've seen what happens to the cycling community gets threatened... We show up. In numbers. with a mission. So please for the love of God and all that is holy. **KEEP THE FREAKING BIKE LANE.** Sincerely, An extremely agitated, active cycling community member and human, Stevie Milne 6 year resident, farmer/university.Ps. If you want to talk about real issues let's talk about the unaffordable housing and renters market.... Stevie Milne

230. 10/26/2016 Dear Council Members: Removal of the bike lanes on McClintock would be a huge step back for Tempe and would not be in keeping with the standards of a Gold Level Bicycle Friendly Community or with the vision of the General Plan 2040. I am among the many people who work hard to make the Valley a safe place for people to use a bicycle for transportation and I implore you to reconsider this as it should not even be considered an option. Next spring, Grid Bike Share will be launching in Tempe and there will be hundreds more bikes on the street and thousands more riders. There are 12,000 bike-share users in Phoenix and Mesa alone. The majority of these riders will be casual users that will only ride if they feel safe to do so. Grid stations are being installed on McClintock and you will be taking away a safe route for them to use. The Valley has drawn nation-wide attention for the great strides being made in improving transportation options in our cities and we also know that cities can receive much negative publicity for things such as taking away bike lanes and for bicycle collisions. We need to keep moving forward in creating connectivity, not take it away. Sincerely, Lisa Parks

231. 10/26/2016 Hello, I am writing to show my support for the McClintock bike lanes. Although I personally do not get to ride them, I appreciate Tempe making efforts to keep cyclists and motorists safe. As a daily driver, I have to say that there has been more than one occasion where I have to slam on my brakes to avoid bicyclists who are riding the wrong way on the sidewalk. As a driver, I much prefer bike lanes to cyclists on the sidewalk (even if cyclists are riding the correct way, with traffic, on the sidewalk). I strongly believe in Tempe's vision to increase bike lanes and I think removing the lanes on McClintock would be a terrible step backwards. I am also an avid user of the current bike lanes on College and throughout Downtown Tempe. It is because of the priority Tempe places on keeping pedestrians and bicyclists safe, that we chose to move here, along with the city's strong support of the arts, diversity, public transportation, and young families. Please keep up the great work that you do to make Tempe great for me and my growing family. And please keep the bike lanes on McClintock Drive open. In doing so, you spread the message that Tempe supports the safety of all its residents and the vision of a "Bike Friendly" city, over the demands of those who will

always just want to get somewhere faster, no matter the safety risks to others. Kind regards,
Keeley Nielsen

232. 10/26/2016 I am in FAVOR of the bike lane. Why? 1. Having two lanes on McClintock has made it safer in my opinion. I drive the road at all times of the day and do not feel the traffic is worse. 2. Turning from a side street (where there is not a traffic light) on to McClintock with only two rather than three lanes is much easier! Big improvement. 3. I know people opposed to the lanes say people should ride on the sidewalk but that's very unsafe and goes against bike riding rules. I believe education is needed so people ride in the lane, use signals, and treat their bike as a vehicle at crossings, etc. Sidewalks are for walkers. Please don't drive more cyclists to the sidewalks. Please don't abandon the bike lane. If used properly, it is an asset to the street.
Thank you, Beck Weber

233. 10/26/2016 Hello council members, I am saddened to hear that there is a public meeting scheduled to decide whether the city of Tempe should repeal the new McClintock bike lanes. I am an avid cyclist and have been in the city for the last 7-8 years, mostly as a student. These bike lanes are some of the best in the area, buffered with a wide space between cars and bikes as well as linking major nodes such as the light rail and the high school, not to mention the hundreds if not thousands of commuting college students. It's just a very sad day when the voices of the un-informed can drown out such a progressive, forward-thinking action like the lane diet and bike lane placement on McClintock. I continue to use the bike lanes weekly (I'm addicted to Genuine Fresche's Acai bowls tbh) and I couldn't imagine having to be forced back into dangerous traffic when riding under the train tracks south of the light rail. I would rather ride on the enclosed side walk which is MUCH more dangerous for both myself and any pedestrians. Any people who claim that the small amount of extra traffic is not worth the benefits of one of the best pieces of bike infrastructure in the state seems to me to be selfish and un-informed. Do they want me to be fat and or in the hospital or killed (maybe by my fatness)? Because I will always be out there riding. To all the people who say they never see any cyclists using the lane, I say I never see any traffic. Certainly not any extra traffic. So by the same logic they can't be right. We at the very least cancel each others opinions out and must default to the statistics that all say lane diets and active living is the way to go. I will be there Nov. 3rd and will try and speak my mind with others to hopefully shed some light on the issue for those who are uninformed. Hopefully the council can see this as well and not allow a few minutes of delays and some angry, short-sighted citizens to ruin a truly amazing piece of urban design. P.S. if you really were to remove any bike lanes I think we all know which ones you should start with. Hardy. but even those are decent at calming traffic so they have worth... the repealing of the McClintock bike lanes would be a sad mistake. Thank you, Lyle Begiebing

234. 10/26/2016 Mr. Mayor and City Council Members. I am a long time resident of Tempe. I actually lived just off McClintock Drive and Loma Vista for the first 26 years of my life. I am also the wife of a bicyclist. It is my feeling that the more bike lanes there are the greater the chance for my husband to get home to me each night. My parents still live where they raised me. We visit them and often he bikes while I drive. I know how dangerous that street has been in the past. Up until those lanes were added, I dreaded my husband bicycling to and from my parents home. It makes me displeased to think about all the bicycle lane haters winning and getting the lanes on McClintock Drive repainted. I have seen many bicyclists using those lanes...sometimes going the wrong way... The bike lanes benefit the students, delivery people (like Jimmy John's) and people who just don't want to add to our considerable air pollution. Thank you for your time and attention. And thank you for helping make this city better. Penny Caslake

235. 10/26/2016 Mr Mayor and Tempe City Council members, I am a resident of Tempe and am writing in support of the McClintock Drive re-striping project completed last year. From a

bicyclists perspective this is a pretty awesome addition to our transportation network. These lanes give cyclists safe, dedicated passage from south Tempe up to Broadway road. I appreciate the buffer, it's like the state law was written on the pavement in paint! These lanes also provide bicyclists access to the shopping areas at the major intersections where there is not alternative access. While I will use secondary streets, the BikeIT network, and the canals, I also use Priest, University, Mill, Washington, Broadway (with and without bike lanes), and other major arteries while bicycling around the city. Thank you for providing all of these different types of infrastructure. Tempe would not be a bike friendly city without them. Please do not let negative comments reverse this critical project and sacrifice the safety of vulnerable road users. Jeff Caslake

236. 10/26/2016 The Tempe City Council has decided that it is necessary to review the previous decision to add protected bicycle lanes to McClintock Drive. This decision to review the addition of a bicycle lane seems unprecedented in Arizona and extremely rare nationwide. New York City just successfully ended 6 years of litigation, the majority of it in appeals, fighting to keep a bicycle lane. Our city has been on a track toward multimodal transportation, including bicycle lanes and bicycle routes, for decades. The legacy of trying to make Tempe better is inspiring. Our mayor, and the previous mayors, including his father, have supported bicycling in Tempe. Our city council members, and our previous city council members, all worked hard to improve the quality of life in Tempe. Bicycling has been discussed in the Master Plans, the Transportation Master Plans, and countless public meetings on character areas, countless city council meetings, etc. Tempe has sought and received grants from the Maricopa Association of Governments to increase bicyclist and pedestrian options. This is clear recognition of the importance of bicyclist and pedestrian in transportation planning. ADOT Statewide Bicycle and Pedestrian Plan Update recognizes the importance of options for bicyclist and pedestrian statewide. ADOT in its June 2013 update cited the Federal statutes requiring the inclusion of bicyclists and pedestrians and not merely planning for those who choose to driving as their sole means of transportation. (1) In general. Bicyclists and Pedestrians shall be given due consideration in comprehensive transportation plans...(2) Safety considerations. Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. ... Title 23 USC 217 (g). The 2010 Policy Statement on Bicycle and Pedestrian Accommodation states "Consider walking and bicycling as equals with other transportation modes." http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ We are at a crossroads. Bruce Springsteen wrote of Glory Days. Are those Glory Days in Tempe going to be solely in the past or are they going to include the future? Bicycle routes through residential areas are great, but they don't necessarily take you where you want to go. Shopping tends to be at the intersection of arterial streets. Schools tend to be along arterial streets. The LightRail tends to run down arterial streets. Buses run on arterial streets. The residents of Circle G objected to a bicycle route going through their neighborhood, despite the bicycle route having been planned for decades. The City Council decided the that the bicycle route would no longer go thru Circle G. Now drivers who use McClintock Dr. want to banish the candlesticks and the bicycle lanes. The drivers appear to believe a few seconds or minutes of their time is more important than the safety of bicyclists in bicycle lanes. They would have the bicyclists ride solely on the sidewalks. This is wrong for so many reasons. Bicyclists have the same legal rights as drivers to the use of the streets. Bicycling on sidewalks is 2 to 5 times more dangerous than bicycling in bicycle lanes. The safety of citizens is a primary function of government. I was a prosecutor for 15+ years. I've been called to the scene of numerous collisions. Be seen over a dozen autopsies. The safety of the bicyclists and pedestrians should be of primary concern to the council. Pedestrians are safest on the sidewalk. Bicyclists are safest on the bicycle lanes. But this does not mean

bicyclists should be banned from sidewalks. Sidewalks are where parents teach their children to ride. Sidewalks are used by those who don't feel comfortable out in the bicycle lane or in the other lanes. I've heard the complaints that because of bicycle lanes drivers sometimes speed through residential areas. If this is occurring the City should look to enforcement of traffic laws. As a prosecutor I focused on punishing the wrong doer not a community. Additionally residents can request speed bumps be placed on their residential streets. I've heard the complaint that the McClintock bicycle lanes aren't sufficiently used. This seems a chicken and the egg question. A quote from a favorite movie is "if you build it he will come." Additionally it takes time for bicyclists to become comfortable with riding in the bicycle lanes. Arizona has a 3 foot law, but cars seem to routinely come much closer. I've biked McClintock both before and after the placement of the bicycle lanes. I feel much safer in the bicycle lanes. Sidewalks aren't safe. I'm 6 foot tall and quite heavy. But when I've ridden on the sidewalks I'm invisible to drivers. Drivers tend to look only for other drivers. Looking both ways is a basic driving skill that seems to be ignored far too often. Parking is at a premium in downtown Tempe and at ASU. Bicyclists help by taking up far less room than a car, which in Arizona typically only has one occupant. If the City Council decides to remove the candlesticks they are removing an important safety device. There have been numerous bicyclist fatalities in the past year. No fatalities, as far as I know, occurred in protected lanes. There have been complaints that candlesticks damaged cars. This means the candlesticks worked. The damage being to a candlestick is far better than the damage being done to a bicyclist or pedestrian. The damage done by the candlestick is far less than if two vehicles collided. If the City Council decides to remove the McClintock bicycle lanes what will they do next. If drivers complain will the city council remove the bicycle lanes from Broadway and University? We should not be talking about removing bicycle lanes. The discussion should be where do we place them next, Rural or Southern. Respectfully, Lloyd Thomas

237. 10/26/2016 To whom it may concern, I am writing this letter to express my concern about the plan of removing the bike lane on McClintock road. I am a student at Arizona State University and I also work for the ASU biking. I use biking as a method of transportation on a daily basis and I ride on McClintock often. I am aware that Tempe has a longterm plan to improve alternative methods of transportation and removing the lane be working against the plan. In my personal opinion, the bike lane does not affect the general traffic in a negative way. On the contrary, the lane makes McClintock safer for bikers and pedestrians. Best, Rubi Vasquez
238. 10/26/2016 Hello, I ride with PMBC and other cyclist groups in the Chandler, Tempe, Ahwatukee area. I love the new bike lanes at McClintock, it would be nice if we get more roads to support cyclists, especially for commuting to work and run other errands. I heard too many times people at my work how they wish they can ride their bikes to work like I do, I don't ride every day, but they don't because of the lack of bike lanes or too narrow. Thank you. Regards, Franky
239. 10/26/2016 Please leave the bike lanes as they are. McClintock seems so much easier to drive and bike now. This was a big decision and cost a lot of money to install. It's not a freeway, or thoroughfare, it's a neighborhood access road. It's a great looking road for the neighborhood. We feel like it's much safer than it used to be. PcPostle
240. 10/26/2016 Dear Sirs: The McClintock bike lanes is vital to me because I had a bike-accident on McClintock. As a resident of Tempe, I ask The City of Tempe to save the McClintock bike lanes! Thank you! Guoliang Zeng
241. 10/27/2016 I strongly support retaining the bike lanes on McClintock Drive. These lanes not only encourage cycling and add an important route to the Tempe bike map, they also vastly increase the safety of bicycle riders riding on McClintock Drive. Please, keep the bike lanes on McClintock Drive. Shawn Monk

242. 10/27/2016 Council Members, I work for a communications company in Tempe and the bike lanes on McClintock Dr have made a huge impact on the safety of riders and drivers. The bike lanes have created a large safety barrier where I am able to keep a safe distance and have better visibility of bicyclists. By removing the bike lanes, the outside lane will still be used by bicyclists which will ultimately increase the safety of bicyclists. Closing down the bike lane will also increase collisions as vehicles in the outside lane will merge into the middle lane to avoid being behind the bicyclist(s). By closing the bike lane, some bicyclists will resort to riding on the sidewalk which decreases the safety of pedestrians. There are areas where bicyclists ride on the sidewalks in a Tempe where the rules of the road are not followed which makes it challenging to operate a large utility vehicle safely. I feel that we need to increase bike lanes in Tempe for the safety of drivers, bicyclists and pedestrians! Regards, Chris Pierson
243. 10/27/2016 Dear Sirs, I live about a half mile away from McClintock and I use the bike lane on that road maybe once or twice a week. I feel very safe on that road since the bike lanes are so wide. Also, as a driver, I feel that driving on McClintock is safer with a shoulder on the road relative to the situation before. Brett van de Sande
244. 10/27/2016 Mayor and Council, I have talked to all of you in-person, but I wanted to send a quick follow-up with a few main points about the absolute necessity for safer roads in Tempe: 1. The primary goal with the McClintock project was to make the road safer for everyone, and the data shows that that has been successful, mid-block car crashes alone are down 25% in just 1 year. And this road now has the same design for the same car traffic volume as most other Tempe roads. Previously, there was no consistent road design on McClintock, and that was unsafe. 2. People riding bikes on the sidewalk are NOT safer than people riding in a bike lane. Especially when biking across business driveways with a high volume of cars crossing the sidewalk. Without bike lanes, there is no safe way for people to access the places they shop, learn, and play. 3. Safe bike access to McClintock is a key piece in the long term plan for making east and south Tempe accessible by bike. The current bike facilities only allow safe access to two out of the six major shopping centers, and NONE of the other bike facilities connect north-south between any of these shopping areas:
<https://www.google.com/maps/d/u/0/viewer?mid=1KqFjBvCgCksKjake06jZnRlBr8g> (click the checkboxes on the left to see the major gap this project fills). Please support your stated long-term vision for a safer, more equitable, and more sustainable transportation system in Tempe. Tempe has always been a regional leader in this area, and if we lose that now, people will go elsewhere to invest in their businesses, go to school, and raise their families. Thank you for your time. Ryan Guzy
245. 10/27/2016 To whom it may concern: I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike commuter, and ride daily to work, to events, etc. Using the bike lanes, I feel safer because I know I am safer. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Sincerely, Todd James
246. 10/27/2016 Hi, As a former resident of Tempe for 1 year and hoping to move back here permanently soon, I wish to express my support for the bike lanes on McClintock. I am currently

visiting from Ireland and I am biking all around Tempe. The dedicated bike lanes make a huge difference to my safety. On streets where there are no dedicated lanes, I am riding on the sidewalk, which is unsafe for pedestrians. Biking on the sidewalk is illegal in Ireland. I also find that motorists do not see bikes on the sidewalk at intersections. The dedicated bike lanes promote safer motorist behaviour as the biker is more visible. Please keep the McClintock bike lane and progress other such initiatives in Tempe. One of the main reasons I want to move here is the ease of movement around the area. Unlike other areas I have lived in the US, Tempe has a great bike culture. Thank you, Jan Rice

247. 10/27/2016 Mr. Mayor and Council Members: First, thank you for all you do to better the city of Tempe; your time and enthusiasm are greatly appreciated. I am writing to you to voice my strong support of the bicycle lanes along McClintock Drive. I drove a high volume urban street to work for 13 years, and my boss biked that very same street. It was a harried experience for me any time I had to pass by a bicyclist. Thankfully, I never hit anyone, but my boss was bumped on three occasions, separating his shoulder each time. I almost encouraged him to stop for his own safety. Do we want our bicyclists to quit? Since we encourage green living through biking, and since Tempe is an example to the entire Valley on this matter, we need to protect bicyclists *and* drivers from the dangers and financial/emotional/physical aftermath of an accident. Let's show the rest of the Valley how to live green *safely*. Thank you for hearing me. Proud to be from Tempe, Kim King

OPPOSE

1. 3/18/2016 Thanks, Councilmember Schapira, for bringing to light the technological impacts of the future in last night's Council meeting with respect to setting transportation policy and planning. It is refreshing to know that some councilmembers, Vice Mayor, and Mayor are listening with an unbiased perspective. Mode of transportation is a personal choice, unlike the many protected statuses in Tempe City Code, Chapter 2, Article VIII such as gender identity, sexual orientation, race, color, gender, religion, national origin, familial status, age, disability and U.S. military veteran status. Thankfully, an enlightened Tempe City Council passed anti-discriminatory laws on behalf of those citizens. The 4% cycling population in Tempe presents a conversation about choice; it is not discriminatory in nature. This makes the transportation discussion both different and relevant. Without bias and special interest support, innovative and collaborative solutions can be created, much like solutions Tempe citizens have promoted and supported in the past. The old adage that Rome was not built in a day also applies to Tempe, especially for some of the long-term ("older") residents that helped create this this great City, the place we love to call home. Please do not disregard, dismiss, or diminish the longer-term residents. Bias can lead to gridlock, and not just the transportation kind. Tempe is, and always has been, way better than that. Thank you for your service and for consideration of my input. Priscilla Kadi
2. 3/18/2016 Councilmember Granville: By publically announcing your bias for cyclists in last night's Council meeting, continuing a civil conversation or debate is mute. With your posting and modifying of correspondence on TBAG's Facebook page is yet another breach of public and personal trust. Worst of all, the post is untrue. Where in the email correspondence to me was it stated: "Thanks for emailing. I hope this one interaction where we disagree doesn't keep you from emailing regarding other issues." That's what the Facebook post states, but it's simply not true based on the objective evidence of email correspondence that follows below. For the rest of Council and my esteemed neighbors, the true colors and totality of Councilmember Granville's post on the TBAG Facebook page yesterday is included below; it does not match the

email he actually wrote and the posted changes are broader than “; they are a change in content. Guess I have been TBAG’d; maybe the whole City has been, too... P.S. Please note that in my original correspondence, adding lanes was never mentioned. I was merely advocating for removing the lanes back to their original configuration given some evidence of hindrance to motorists and to the residents trying to navigate their neighborhoods. Bias really does prevent “hearing” alternatives, just never thought it would lead to misrepresentations. Priscilla Kadi

3. 3/18/2016 Good Morning Tempe, I really wanted to attend yesterday's City Council Meeting but due to the fact that I am a teacher I was not able to get there in time. I wanted to express my strong dislike the changes made to McClintock Drive between the areas of Guadalupe and Broadway. My family of 3 lives in the Cole Park Neighborhood area of 633 homes, for 5 years now (December 2010-present). Prior to that, I lived there for 13 years as a child, 1978-1993. I'd like to express some of my frustrations, fears and concerns in the bullet points to follow. 1. The flow of traffic is too congested making the 3 mile commute to work 3x's as long (5 minutes to 15 minutes). 2. Many drivers are cutting through our neighborhood on Fremont to access Price Road at higher rates of speed. 3. There are so many entrances and exits in the 1 mile route that cars, trucks, and delivery drivers are faced with head on fears of being hit, even with blinkers present. I've experienced this myself with a Fed Ex truck. It made me fear for my daughter's life in that split second of transition. 4. The number of accidents at Baseline, the US60 and First Baptist Church is alarmingly high. It's heartbreaking to see the elderly walked to the curb to clear the scene until police arrive. I have also experienced this a few months ago when I helped a man to the curb and comforted a lady with a smashed up fender. 5. The candle sticks are a nightmare. 6. The sidewalks are already larger than standard width. I know this because when I was a child growing up in this neighborhood I remember the increase for bikes to get to and from school quicker. I feel the sidewalk and bike lanes are larger than the two lanes of traffic. 7. I also believe the traffic congestion on McClintock is causing a rise in house sales in our area, and has caused my property value to decrease. 8. Cole Park has a beautiful bridge that extends to Ward Park and connects to wider lanes and safer paths in other areas for bikers. 9. I'd like to invite Kolby Grandville, Joel Navarro and yourself to make the commute out/in to our area during peak hours and see how it feels to experience this major headache and fear. 10. Please consider removing the bike lane and restoring McClintock back to 3 lanes and then revise the already enlarged sidewalks to a bike path and a walking path. It could be done and service a greater number of Tempe residents while maintaining safety for all. Thank you for your time, Lindsey Matykiewicz
4. 3/18/2016 I realize that one of the purposes for the bike lanes on McClintock is to increase the number of miles of bike lane and paths in the city of Tempe to enhance our image and prestige to the urban community at large both locally and nationally. However, the bike lanes on McClintock, at least from Southern to Baseline show very very light use. I drive this area regularly and I doubt I have seen a dozen bike riders using those lanes. The added traffic congestion which has resulted from removing 2 lanes of vehicular traffic in this area has been quite significant and often a bit dangerous. The sidewalks in this area are extra wide and have always proven safe and free of even moderate pedestrian users and my wife and I have safely ridden on them safely for over 20 years. I believe the traffic lane should definitely be restored! Don Stephens
5. 3/18/2016 Thank you for the notification of the meeting. We had prepared our comments for the meeting, but when we got in the car to go to the meeting, our car battery was dead, and we couldn't get it changed in time to attend. I'd like to attach to this e-mail the comments I was going to make. We would also like to know if there was any resolution to our problem or if there were many comments like ours at the meeting. Any help you can give us would be

greatly appreciated. Joe and Ellen Ellis 1. First of all, we are extremely happy about the repaving of McClintock which has been needed for a long time!

2. However, we did not need the other "improvements" to McClintock. 3. In spite of what has been said in your e-mail, etc., we never received notice that there was going to be a meeting about what was going to be done with the street. The only notice we got was a notice telling us what you were going to do, in essence, whether we liked it or not. 4. You have eliminated a driving lane in each direction to make a bike lane (which we already had) almost a lane wide! You have managed to bunch of traffic from Southern to Baseline and possible even from Broadway south. Trying to get out on McClintock from our neighborhood is almost impossible when the traffic is backed up as far as it is. In some cases we have to come in off of Baseline to the west of McClintock which puts more traffic through the neighborhoods. Even before you eliminated the lanes, you could expect backups during rush hour, but never as bad as they are now. All you have done is added to pollution with backed-up cars.

5. We travel frequently out of our neighborhood, and we are lucky if we see even one bicycle in the bicycle lane! The few bicyclists we see would rather ride on the sidewalk which is much safe for them. 6. In addition, you have left a very narrow left-turn lane to turn either east or west off of McClintock. 7. Trying to turn into either of the streets into our neighborhood (Carter or Minton) is almost impossible to do and slows up the traffic behind us! Turning into the Fry's Grocery Store or Target or getting out of there is also almost impossible in the short amount of distance you give us with all those fancy markings on the street.

It's time to admit that you made a mistake and correct it and return our neighborhood and streets to what they were before! Joe and Ellen Ellis

6. 3/18/2016 Hello, This is such a waste of time of citizens sitting in traffic, adding pollution to the air, and also endangering them by creating dangerous turns because of traffic. I would never buy another home in Tempe, no wonder property values are not increasing like Scottsdale. Such a shame! Shahin Rezai
7. 3/19/2016 Thank you for asking for feedback regarding the bike lanes on McClintock. I have driven north on McClintock each morning and south each evening for 36 years. Traffic has never been this terrible. It now takes me 30 minutes to drive six miles. Which is ridiculous. Imagine the wasted time and gas that this has caused. I certainly don't want someone riding a bike to be hit by a car. However, I also don't think thousands of drivers each day should have their commute time doubled or even tripled because McClintock went from 3 lanes each way down to two. There must be a better way than what we have now. What I really object to is that no one asked the citizens of Tempe what they wanted BEFORE the bike lanes were installed. So my vote is to go back to 3 lanes each way on McClintock. thanks you Debra Hunter
8. 3/21/2016 Good morning Ms. Taaffe, Mayor Mitchell and City Council members; The Thursday March 17th meeting was very... interesting. Thank you for addressing the McClintock bike lane issue first and allowing everyone to speak. Due to the number of people present, the time to speak was limited to 2 minutes. My neighbors and I felt that after the required initial introduction of each speaker, the remaining 60-90 seconds was not enough time to present the facts and data showing the elimination of the 3rd traffic lane and installation of a seldom used bike lane was a good idea. Attached is information gathered from our many observations of actual bike and car traffic on McClintock, which we plan on continuing to do, and comments / rebuttals on some of the information contained in the memorandum supplied to you by the Public Work Department, also attached. The facts in both the information from the Public Works Department and public comment from the citizens of Tempe show the majority of the citizens support eliminating the bike lane on McClintock and returning the 3rd lane to get traffic flowing again. As pointed out at the 3/17 meeting, it is safer to keep the traffic on McClintock, and keep

it flowing for the neighborhood residents, students of McClintock High and Arrendondo elementary schools, and allowing us to easier access in and out of our neighborhoods. Ed Hooten

Observations at McClintock and Carson and McClintock and Minton:

Mon. 11/16/15	0700-0830	5 bikes, 4 on sidewalk 1 in bike lane	Traffic
back to Baseline 1430-1600	3 bikes, all on sidewalk	Traffic backed up past US	
Fri. 11/20/15	1400 – 1600	4 bikes, all on sidewalk	Traffic
backed up past US			
Sat. 11/21/15	0800-0900	6 bikes, 3 on sidewalk, 3 in bike lane	
Mon. 11/30/15	0800-0900	4 bikes, all on sidewalk	Traffic
back to Baseline			
1500-1600	6 bikes, 5 on sidewalk, 1 in bike lane	Traffic backed up to	
almost Southern, and on 60 off ramp. Several near collisions when people slow to turn west on			
to Carson			
Fri. 12/4/15	1500-1600	3 bikes, all on sidewalk	Traffic
backed up past US			
Sat. 12/5/15	0830-0930	2 bikes, both on sidewalk	
Traffic back to Baseline			
Mon. 12/21/15	0730-0900	5 bikes, 3 on sidewalk, 2 in bike lane	
Mon. 1/18/16	Road Rage	Broadway / McClintock	ASU Student killed
Mon. 1/25/16	0730-0830	6 bikes, 4 on sidewalk, 2 in bike lane	Traffic
back to Baseline			
1400-1530	3 bikes, all on sidewalk	Traffic backed up past US	
Fri. 1/29/16	1430-1530	6 bikes, all on sidewalk	Traffic
really thick and backing up almost to Southern and on the 60 exit ramp. Several near collisions			
when people slow to turn west on to Carson			
Sat. 1/30/16	0800-0900	8 bikes, 7 on sidewalk, 1 in bike lane	
Sun. 1/31/16	0800-0900	7 bikes, 5 on sidewalk, 2 in bike lane	
Mon. 2/15/16	0700-0800	4 bikes, 2 on sidewalk, 2 in bike lane	Traffic
back to Baseline			
1500-1600	5 bikes, all on sidewalk	Traffic backed up to	
almost Southern, and on 60 off ramp. Several near collisions when people slow to turn west on			
to Carson			
Sat. 2/20/16	0730-0830	8 bikes, 5 on sidewalk, 3 in bike lane	
Mon. 3/14/16	0730-0900	3 bikes, all on sidewalk	Traffic
back to Baseline			
1400-1530	4 bikes, all on sidewalk	Traffic backed up to	
almost Southern, and on 60 off ramp. Several near collisions when people slow to turn west on			
to Carson			
Sat. 3/19/16	0700-0830	2 bikes, both on sidewalk. I stopped and asked	
why they were using the sidewalk when hardly any cars were present. The reply from both was,			
and I quote: “ only crazy people would ride on this busy street, and that bike lane is for the bike			
racers” Interesting....			
1400-1500	4 bikes, 3 on sidewalk, 1 in bike lane. Based on the above		
comment, the people on the sidewalk were “regular” people, the one in the bike lane looked			
like a “racer” with all the matching cycling outfit on.... Interesting...			
Sun. 2/20/16	0700-0800	1 bike, on the sidewalk	

Data / Information from Tempe Public Works memorandum dated 3/7/16.

Comments on information gathered from the Tempe Public Works memorandum dated 3/7/16 which was presented to the Mayor and Tempe City Council for the 3/17/16 public meeting. All comments / observations are based on facts within the memorandum.

Pg. 3 Public Outreach: Most of my neighbors received information in the water bill, no other communication received. Traffic volumes: Traffic volume has increased / more people driving

Pg. 5 Table 4: Traffic volume for one 24 hour period from US 60 to Baseline is 37,470 vehicles vs maybe 20 bikes, a very disproportionate 1874 to 1 ratio. Traffic Signal Timing: through green is longer, turn now shorter. Only 3-4 cars can make the turn. Turn lane traffic / wait significantly longer

Pg. 7 Table 9 / McClintock: Travel time in all categories longer, PM peak significantly longer, 119.3%

Pg. 11 Table 15: bike volumes.. not far off of our actual observed numbers, but no delineation of sidewalk vs bike lane use Pedestrian comfort: Not many pedestrians noted, comment objective / editorial in nature

Pg. 12 Public Comment: Majority of public comment against bike lane / removing 3rd traffic lane Beyond the Power Point slides comes public comment. This is conjecture and emotional and should be taken with a grain of salt. Reasons are emotion comes into play, residency cannot be verified, and agendas of some come into play. An example is a business or two have vested interests in more bike traffic due to them increasing profits. I

visited several of these establishments asking about the McClintock bike lanes and NOT saying I was for, or against and was asked to contact the Tempe City leaders to voice support for the project. I mentioned I was not a resident, but was asked to do this anyway so the support vote would be large. So please view the public input as questionable. Pg. 27-32 Public Comment:

280 comments recorded. About 50 / 50 split Pgs. 34-38 McClintock Drive 311 calls: 80 calls listed 85% opposition 15% support Pgs. 39-118 are all public comment in opposition and support. I read them all, and the one that I find paradoxical is the comment by a bike lane supporter:

"The road had too much traffic for me to feel comfortable or safe riding on the street, while the sidewalk felt unsafe because it is narrow, with many driveways interrupting it. Today, I still feel unsafe riding a bike on McClintock, for nearly the same reasons.ata /

Information on sidewalk / canal bike path / South Mountain Park pathways Sidewalk width along both sides of McClintock is 8 ft wide Tempe Canal bike / pedestrian paved path / walkway between Guadalupe & Elliot is 10 ft wide*South Mountain Park paths range from 3 ft to 10 ft**bikes, pedestrians, strollers, jogging strollers, wagons and such ALL share the paths on the canal bike path and South Mountain paths with no problems or complaints. There is a courtesy factor on the canal and park paths where bike riders announce their approach and non-bikers move right. Why is this not the same practice on Tempe sidewalks? My observation is, most of the time courtesy is shown, however, just as with cars and trucks, not everyone shows common sense or courtesy. Per the SRTS web info Guide (Safe Routes to School) data on sidewalks is the following:(<http://guide.saferoutesinfo.org/engineering/sidewalks.cfm>) Sidewalk width The preferred minimum sidewalk width recommended for safe routes to schools is five to six feet. (Tempe is 8 ft) Walking can be a social activity; facilities are needed to accommodate social walking. The six-foot width allows for two people to walk comfortably side by side and provides sufficient space for pedestrians crossing in the opposite direction. Sidewalks with a width of eight to ten feet or more should be built where there is no sidewalk buffer along an arterial street and along roads adjacent to school grounds where large numbers of walkers are expected. Sidewalk BuffersThe space between the sidewalk and closest lane of moving vehicles is the sidewalk buffer. * If a sidewalk buffer does not exist, an effort should be made to provide a wider sidewalk. A wider sidewalk allows a pedestrian to avoid the splash zone (area adjacent

to a motor vehicle travel lane into which water spray created by a motor vehicle traveling through water on the roadway enters) and provides a snow storage area and a more comfortable separation between moving vehicles and pedestrians. Guidelines for sidewalk buffers is available in the FHWA's Designing Sidewalks and Trails for Access (Section 4.1.2) and AASHTO's Guide for the Planning, Design, and Operation of Pedestrian Facilities (Section 3.2.4). *There are several major streets where there is a buffer zone consisting of a 3 ft area extending out from the curb delineated by a white stripe. Why not use this the entire length of McClintock? Tempe has already in place bike / pedestrian friendly sidewalks. Perhaps the sidewalks could be striped for bike traffic one side, pedestrian the other AND reduce the bike lane down to a "buffer zone" of 3 ft out from the curb and bring back the 3rd lane on McClintock

Data / Information on existing bike routes Tempe already has spent considerable amounts of money on building and maintaining bike routes throughout the city. The 2 major North / south bike route are College Ave and Country Club Way. Both of these routes have had bridges built over the US 60 for the purpose of allowing bikes and pedestrians safe access across the US 60 and safe travel path from south Tempe to North Tempe. The bridges were built at an approximate cost of \$2.5 million EACH, so the city and state have considerable investment in an already finished bike route. The issue with these routes is they are not marked well so most of the public does not know they exist. Perhaps they should have better signage AND be promoted in Tempe Bike literature. Both paths are about 0.3 miles from the major street arterials of rural and McClintock, so they are not "out of the way / excessive distance" from the major streets. Per the City of Tempe's "Comprehensive Transportation Plan", **page 33, it states:** The projects recommended in this plan address this dilemma with a few different strategies. First, streets that are connective, but with lower traffic volumes, have been targeted for on-street facilities. many of these projects were identified in the 1995 Bicycle Facilities plan update, and are now in place. Examples are the Alameda drive bike route and the College avenue bike lanes. Another strategy has been to forge bicycle connections between low-volume streets that did not originally connect. One example is a proposed project to construct bicycle paths to make direct connections between cul-de-sacs in the ASU Research Park and residential streets in the neighborhood to the west. A second example is the present Superstition Freeway bicycle/pedestrian overpass at College Avenue. College avenue now retains lower motor vehicle traffic volumes because of the freeway interruption, but the bicycle/pedestrian overpass allows cyclists to travel uninterrupted from Kiwanis park to ASU. A third strategy has been to construct full-standard bicycle lanes on the high-volume arterials in the city. University drive is one example. It is recognized that not all cyclists will be comfortable on these streets, but for those who are, excellent access and direct routes are provided. Because these projects are often very expensive due to the need for widening the street, they were programmed under the category of "ultimate plan" in the 1995 update plan." The elimination of the McClintock Dr. 3rd lane is in conflict with the city's own plan, and since this publication, another pedestrian / bicycle bridge (Country Club Way) has been built over the US 60 offering residence another safe, less congested route through Tempe. With most cities in the country and the state doing what they can to improve the flow of traffic and shorten commute times, please reconsider placing the 3rd lane back on McClintock so the vast majority who do drive have a safe, smooth commute back and forth through Tempe. Promote the outstanding bike route already in place as they currently are not used to their full potential. Ed Hooten

9. 3/20/2016 Street closures in Tempe near ASU campus to create bicycle lanes is a bad idea and is already causing major traffic jams for students and staff driving into the ASU campus. There is not enough room on Rural and McClintock roads to close a lane and force three lanes into two lanes. Please reconsider this. I did not vote for this action either. Deborah Whitten

10. 3/21/2016 Part of this report is a lie. AT no time did I ever receive any notification that the city was even considering reducing the size of McClintock Road and/or installing bike lanes. Since it is a fait accompli at this time, having additional surveys is a waste of money. Tempe would never pull the bike lanes back out because it does not like to admit it make a mistake. What a waste of taxpayer dollars. Rickey Lynn Gans
11. 3/21/2016 Since installing the bike lanes, in the last four months we have seen a total of two bikes using the bike lane. This has restricted traffic on McClintock to two lanes and the previous third lane (now the bike lane) is not being utilized...very poor use of tax payers money. We are on McClintock daily and we do not see the justification for the bike lane. Pat & Barb Pintus
12. 3/21/2016 LEFT MY HOUSE AND WENT TO McCLINTOCK AND CARSON AT 3:58PM--DROVE TO HAYDEN AND THOMAS ALL THE WAY DOWN McCLINTOCK AND THEN ON HAYDEN. TRAFFIC WAS CONJESTED BUT MADE THE TRIP BY 4:18PM. OBSERVED ONLY ONE PEDESTRIAN ON THE SIDEWALK AND 3 BICYCLES WITH RIDERS RIDING ON THE SIDEWALK. LEFT THE GYM AT 6:00 TO COME HOME AND GOT TO HAYDEN AND THOMAS AT 6:05PM AND STARTED DOWN HAYDEN SOUTH TO TEMPE. FROM HAYDEN AND THOMAS I SAW 15 PEDESTRIANS AND 3 BICYCLES ON THE SIDEWALK GOING BOTH NORTH AND SOUTH. THE BIKE LANE WAS NOT USED FOR ALL OF THE TRAVELING THAT I DID. TRAFFIC WAS BACKED UP ALL THE WAY TO THE FREEWAY (202) ON McCLINTOCK TO MY TURN OFF AT CARSON. PLEASE GIVE US OUR 3RD LANE BACK SO WE CAN TRAVEL QUICK AND SAFE. I ALWAYS WATCH OUT FOR AND MOTORIZED VEHICLE AND DO NOT HAVE TIME TO WATCH OUT FOR BICYCLES TOO. THANKS FOR LISTENING JON AND GARRETT GREER
13. 3/22/2016 Thank you for your reply. After the City Council meeting on the 17th I had occasion to travel McClintock Drive on Friday afternoon the 18th at 4:00PM from north of the 202 to South of Guadalupe. There were hundreds of vehicles and sometimes taking two traffic signals to pass an intersection but the whole length of the section where the new bike lanes were placed there was not one bicycle using it, going north or south. I don't see how the city government can say that this "improvement" was and is in the best interest of the citizens of Tempe. A lot of money spent for no positive results, just negative ones! Arthur Moore
14. 3/22/2016 Traffic is backed up at intersections and bike riders are using the sidewalks instead of the new lanes. This was a waste of tax payers money. Also, we walk the multipurpose trail near McClintock and rarely do bike riders let us know they are approaching from the rear. Most do not have lights for safety. Please address these issues. Thank you Concetta and Jerry Tong
15. 3/24/2016 Mayor Mitchell and Members of the City Council, There is a tiny, but well-organized and very, very vocal segment of the population in favor of the new bike lanes on McClintock Drive. But the numbers are in. The facts are the facts! The report presented at the McClintock Drive Update meeting on March 17 shows that the bike lanes are not being used! According to the report, for example, there are over 37,000 vehicles a day that travel on the stretch of McClintock from the US-60 to Baseline. That same report shows that there are 77 bicycles per day for that same piece of roadway. Unfortunately there is no data on how many of those 77 bikes were riding on the sidewalk, instead of using the buffered bike lane. It is my experience, as well as that of a few speakers at the March 17 meeting that did visual observations, that most of the bikes still travel on the sidewalk. The bike lanes are not being used and are a waste of very precious space! The increase in travel times and the increase in pollution caused by the removal of the traffic lane from McClintock Drive has made life miserable for the residents that live along McClintock. I urge you to look at the facts and take steps to change that unused bike lane on McClintock Drive back into a vehicle lane. Sincerely, Jennifer Arroyo

16. 3/24/2016 Julian and Shauna, Please include the bicycle traffic count in your next fact sheet. My observation is that most of the bicycles stay on the sidewalks except on the weekends. Thanks, Mike Cryer
17. 3/28/2016 Thanks to those of you who responded to my earlier Email. I will attempt to respond to you individually as you answer me with points of information. I understand that every topic you deal with has both opponents and proponents. Some opposition can be angry and not necessarily reasonable. I'm sure you hear from enough people who believe any government decision is evil and those that believe that the Con-Trails are spraying poison. As a result there is a tendency to see those who disagree with you and especially those who criticize you as out of touch and lumped by you as not worthy of consideration. But, I believe that with respect to the Bike Lanes on McClintock, you as a group have made a major miscalculation. It is my belief that the number of complaints you have received is huge and most of the people who are complaining are people you've never heard from before. Residents just plain upset by the visual impact of unused bike lanes as they sit in increased traffic in decreased traffic lanes. Otherwise why would you schedule the Work Study? No one in my circle has anything but disdain for the decision. I attended the work session and intended to speak, but inexpertly misread the agenda and my request was not considered. Not a problem, my comments would not have added anything not mentioned by others. What I saw was an over representation of bicycle riders. How is a bike rider who lives on Hardy affected by traffic on McClintock? As opposed to the resident forced to take alternate routes to get in and out of his neighborhood? What's appropriate about an eight year old girl used as a political foil by her mother? (I don't believe political opinions should be foisted on children. They can make up their own mind in due time. Children can speak to you about cookie sales and other positive school issues from their own experience; I bet that girl never rides on McClintock by herself for any reason on any day) How many commuting bike riders are there in Tempe? I bet you heard from all of them that day. The problem is the Counsel. Having made a mistake it appears you believe you can wait out the bulk of your constituents who want nothing to do with trying to fight City Hall. Instead of resetting the decision, you have pushed it down the road for further study. This is a pretty typical political response and can work most times. Some issues however can ignite indignation and this could be it. (The changes on Broadway will probably be another issue) My thoughts on a solution: First reset the lanes. Remove the visual reminder. Establish a commuting bike path through the city using sidewalks and feeder streets (College, Hardy & Country Club. Connect to the SRP canal lanes and the Indian Bend paths. Spend our money for widening the sidewalks if necessary. Start a campaign with signs at commercial parking lot exits encouraging traffic to stop short watching for bikes on the sidewalk. As you set the tone that you're trying to accommodate bike riders but not at the expense of efficient vehicle movement, residents will come to accept the changes necessary for bicycle commuters. Bill Loughrige
18. 3/28/2016 Mayor Mitchell and Members of the City Council, My home is located in the Optimist Park/Fuller School neighborhood, just east of McClintock Drive and south of Baseline. The removal of the traffic lane from McClintock Drive has resulted in an awful situation. Countless hours are wasted sitting in the traffic jams on McClintock created by the conversion of the traffic lane to a bike lane in July 2015. Please change that unused bike lane back into a lane for vehicles. Sincerely, Jennifer Arroyo
19. 3/29/2016 Mayor Mitchell and Members of the City Council, It is my personal experience that because of the removal of the traffic lane over eight months ago, McClintock Drive is no longer a usable street at certain times of the day. For example, when leaving my son's high school swim meet at McClintock High School last fall, my husband forgot about the gridlock on McClintock caused by the missing traffic lane, and headed west on Del Rio so that we could turn south on

McClintock and head to our home. That was a big mistake. Traffic was backed up in the southbound lanes of McClintock far north of Del Rio. McClintock was a mess. We ended up turning around and taking Southern to Price, and Price to Baseline to get to our home at Baseline and McClintock. That new route home is several miles longer, but still saves valuable time compared to trying to travel down the reconfigured McClintock. Please make McClintock a usable street again for the tens of thousands of drivers whose lives have been adversely affected by the changes made to McClintock last summer. Please put back the traffic lane.
Sincerely, Jennifer Arroyo

20. 3/30/2016 Mayor Mitchell and Members of the City Council, According to the February 17, 2016 article in the *Arizona Republic* entitled "Will streetcar ease Tempe gridlock?", there are plans to spend \$177 million on a streetcar in order to ease traffic congestion in downtown Tempe. Yet the city leaders are unwilling to spend the \$130,000 that it would take to put the traffic lane back on McClintock Drive, thus providing relief to the drivers that travel on that road. Every day thousands and thousands of vehicles are needlessly jam packed into two lanes where there used to be three. Countless hours are wasted sitting in the gridlock on McClintock. It's ridiculous to leave that empty bike lane on McClintock any longer. Please don't delay. Please take steps now to put McClintock back the way it was a year ago. Sincerely, Jennifer Arroyo
21. 4/3/2016 Mayor and Council Members, I was delighted to read today that the Council is having second thoughts about the recent changes along McClintock. As a pro "Bike Friendly" homeowner near the Guadalupe intersection who travels the area by bike but only by car on McClintock, I am adamantly opposed to recent changes. That you approved this change absent any data on constituent bike use or need is, at best, disappointing. According to my observation, the changes have *increased* the number of cars idling on McClintock, the time and potential accident risks of merging onto and exiting off McClintock. It has *not increased* McClintock bike ridership nor perceived safety of same. Frankly, I would be more nervous riding a bike on McClintock today as not one car driver I've interviewed has any idea how to interpret the merge/exit markings and cars are now frequently merging into and out of the bike lanes at random points. The area already has a convenient and safe N/S bike route in place - Country Club Way - precluding the need to risk life and limb on McClintock. Let's create more bike routes off the main auto grids! Thank you for your attention. Beth Vershure
22. 3/31/2016 Mayor Mitchell and Members of the City Council, The bike lanes on McClintock are a waste of space. I travel up and down McClintock throughout the day, and very seldom do I ever see a bicyclist on McClintock. If there is one, odds are that the cyclist is riding on the sidewalk anyway. The bike lanes sit empty as nearly 40,000 drivers sit in gridlock every day. Time is precious. Please put back the traffic lane. Sincerely, Jennifer Arroyo
23. 3/23/2016 I live at 1930 E Palmcroft Dr Tempe Az. I am recently retired. I drive up and down McClintock for shopping. Due to the new bike lanes, the congestion has gotten worse along McClintock. I have seen 2 (two) cyclist in the new lanes since October 2015. I have been watching for it hoping to see more cyclist but nope, just 2 since Oct. I drive during all times of day. I am going E on Broadway and shop in MESA versus Tempe when I need to be out between 4-5:30-pm. Tempe loses my tax dollars that way. In addition, getting out onto McClintock is harder and traffic trying to avoid the vehicle traffic congestion are now driving down my street and Los Feliz. Bring back the car/vehicle lanes. Sincerely, Maureen Compton 480-332-6201.
Maureen Compton
24. 3/24/2016 You say that the lanes were cut from 3 to two because the car flow had decreased and bike riding increased. Please keep in mind that I am all for the bike lanes as my family is deeply involved in triathlons and, of course, bike riding. However, perhaps what I am seeing is moderate traffic for three lanes becoming heavy traffic for two lanes but traffic has become

congested and slow since the change. The lights, which were never coordinated, now have lines that often lead to sitting through two cycles before being able to continue the drive. I do see a few bike riders as I travel McClintock (my main route as I live right off it) but I see more bike riders on the sidewalks and not even making use of the bike lanes. What began as a great idea has messed up McClintock which, I feel though I am not sure, is forcing more traffic onto Price Road during rush hours for those who try not to use the 101. But even during quiet hours (I try to stay off the streets and freeways during peak hours as I am retired) the traffic flow is definitely affected by the loss of the third lane. I'm sure that you have no plans of reversing what has been done but still wanted to let you know that the plan isn't working as you had hoped and some of us who have lived here for many years, are not too happy about the the way things are now. Thank you for listening to my thoughts. Helene Feldner

25. 3/25/2016 While traveling NB on McClintock from Baseline, we encountered a Fire Engine running with lights and sirens trying to make his way through traffic. I was a able to pull over since I was not in an area where there were "candlesticks". The cars in front of me were not able to pull over due to the "candlesticks". They could just stop in the road while the Fire Truck weaved around them to make its way through traffic. I considered this to be a hazard for the Fire Dept as well as the confused traffic. I think the candlesticks are a bad idea. I also think the enlarged bike lanes are a bad idea on McClintock. Karen Anderson
26. 4/1/2016 Good day neighbors and Tempe City Counsel; More observations have been done on McClintock Dr from the US 60 south to Baseline on 3/31/16 from 4pm to 5pm and 4/1/16 from 5pm to 6pm. As the attached pictures show, bicycle traffic is next to nothing, and the vehicle traffic is hundreds of vehicles per hour. Actually, on 3/31 2 bicyclist were observed in my hour observation, both on the sidewalk. On 3/31 I stopped and asked an ASU student (green bike in picture) why she chose the sidewalk, and the answer was she felt safer there vs. the street. On 4/1/16 I again observed only 2 bicycles, again both on the sidewalk, and again hundreds of vehicles per hour. So far, the return on investment for this project is not living up to the promises of a few. Perhaps there is more bicycle traffic up near ASU, and that is expected. Facts and data so far support returning the 3rd traffic lane back to McClintock Dr. Myself, and my neighbors will continue to monitor the traffic, both bicycle and vehicle and report our findings to you. Can't wait until summer when temperatures and tempers rise... should be something to see..... Ed Hooten long time Tempe resident
27. 3/31/2016 I live in the area of the McClintock dr. new bike lanes. I can probably count the number of bikes on one hand that I have seen using them between the canal and baseline, is that really worth 1.7 million dollars. If you could provide bike use, it might let us vehicle drivers, feel a little better about the use of our tax dollars or not!!! Bud Johnson
28. 4/8/2016 Dear City of Tempe, For 30 years I have traveled on McClintock Drive for my commute to work. I can not believe what you have done to mess with traffic with the reduced number of lanes. You screwed hundreds of drivers for the sake of a few people riding their bike? You claim this is in line with some 2040 Master Plan?? If I wanted traffic jams caused by stupid decisions like this, I would live in Portland, Oregon. Wait.....maybe that is just what I will do, move out of Tempe. Also, you should put a pedestrian bridge over McClintock Drive at the canal between Elliot and Guadalupe where you have a bike crossing traffic light instead of screwing drivers once again with another annoyance. Disgruntled Tempe Resident Dean Esterberg
29. 4/14/2016 Good morning Ms. Taaffe, Mayor Mitchell and City Council members; I continue to perform random observations on McClintock Dr. south of the US 60 observing bike, vehicle and pedestrian traffic. Instead of doing my observations on a weekday where we know traffic is heavy, I decided to do some observations on the weekend when there should be more bike & pedestrian traffic. I did an observation Sunday morning 4/10 about 0800 – 0900 and another

Sunday 4/17 0900 - 1000. As expected, traffic was very light, but so was bicycle traffic. On 4/10 there were only 2 bike riders, one on the sidewalk, the other in the bike lane, and several pedestrians walking their dogs. On Sunday 4/17, there was only 1 bike rider in the bike lane and 1 pedestrian. So far, all observation data is showing we have very few bicyclists using the bike lanes. A council member was stating they were amazed at the amount of traffic during the week and could not understand why. I can maybe explain the increase in traffic. We have had several new condo / housing developments built in my area recently. They are located at Baseline / Rural west of Lowe's. The name of the complex is the "San Marquis" apartments, (384 units) and at Minton / Rural, the complex is called the "City Scape" (condo's / apartments, 214 units) and another large condo development going into the old Lakeshore Mall at Lakeshore / Baseline estimated to be 300 – 400 units. Our resident population has increased dramatically just in my neighborhood. So, with the streets being narrowed choking traffic, and population drastically expanding just in my neighborhood, the city of Tempe now has a conundrum to solve..... choke traffic and make life miserable for all our new residents trying to drive through / around the area, and cater to the very small minority of bicycle riders, OR restore McClintock to 3 lanes and get traffic flowing smoothly again. As pointed out in other communications, we already have several excellent, non-congested, non-traffic threatening bicycle routes that go from south Tempe to north Tempe that, in my opinion, need to be promoted. Right now, most people do not know they are even there. During one of my street observations, I'll start asking if the bike riders know of these two routes and note the comments on my report to the Council and Mayor. Ed Hooten Long time Tempe Resident



30. 4/20/2016 Good morning, I know you have heard so much about the not so good use on the new bike lanes on McClintock Dr, and that generates much more traffic than what it was before. It makes no sense to me as more traffic=more pollution and you're encouraging people to use their bikes on a safer place but at what cost? To get more car fumes in the environment? I think that's ridiculous! I do agree with the use of bikes, but as you have limited us drivers reducing traffic lanes, making our commute longer and contaminating the environment more, you should

make the bikers use those lanes and not the sidewalks as those cause accidents with pedestrians and with themselves too, because as a driver we don't expect a person on a bike crossing the street as a pedestrian, there should be an established fine for all of those who ride their bike on a sidewalk when there's a bike lane available. Like these people I took pictures of and many others that I've seen. We need those lanes back or bikers really making use of those bike lanes! Sincerely, Myrna Villalobus



31. 4/20/2016 Thank you again for your response, it is very appreciated. I'll be waiting for the next hearing to take place. In the meantime, I'll leave you with another "sidewalk biker" I just found 2 minutes ago, just for the record 😊 Myrna Villalobus



32. 5/3/2016 Good day Mayor Mitchell, Ms. Taaffe, and City Council members; We continue to perform random 45 minute to 60 minute observations on McClintock Dr. south of the US 60 observing bike, vehicle and pedestrian traffic. I did several observations the week of April 25-29. Thursday afternoon, 4/28 about 6:30 pm and Friday 4/29 about 4 pm. As expected, traffic was heavy, but bicycle traffic was non-existent. On 4/28 there were **ZERO bike riders!!**. There were several pedestrians walking dogs and such, and not one bike going North or South. On 4/29, I observed 2 bicycles, one on the sidewalk, the other in the bike lane, and again, several pedestrians. With the 100 degree days now upon us, I expect even less bicycle traffic. Observed

numbers will be the deciding factor. So far, all observation data I have, shows there are very few bicyclists using the bike lanes. Those who do ride, appear to choose the sidewalk. The estimated ratio of cars to bicycles looks to be about 900-1000 cars to 1 bicycle, I'll count some time. Is the traffic congestion and frustration by the vehicle drivers who observe empty bike lanes, or the use by a very small minority justification to keep the bike lanes? I'll bet if we ask the vehicle drivers stopped on McClintock that question, you know what answer you will receive. My neighbors and I will continue to observe the usage of the bike lanes and report our results to you, with the expectation when the data is reviewed, and the final numbers compiled, the data will show the bike lanes on McClintock are not viable. We expect the city will then return the 3rd traffic lane to McClintock so traffic can once again flow smoothly. Ed Hooten Long time Tempe Resident

33. 4/28/2016 I live in South Tempe and have to travel McClintock Drive daily. Since the traffic lanes have all been changed the traffic has been very heavy during the rush hours. I have lived in this area for over 15 years and the decision to change all the traffic for bikes has not been the best thing. Very seldom do I ever see a bike in this area and when I do it is typically on the sidewalk. I have not written before waiting to see if it would get better but it has not. The only good thing I have seen from all this mess is the turning lane just south of Guadalupe. I really hope to see improvements to this problem, but I don't really expect the city will admit it made a mistake and improve the issue. I just hope you have to sit in the same traffic jam that I do. If you would like to contact me just email me and I would be happy to sit and talk with the council member from my area. Willard Deemer
34. 6/1/2016 Bike lanes on McClintock: Recent changes from car lane to bike lane during rush hours is so confusing, seems like 3 car lanes are more necessary, seems like most bicyclers ride the sidewalks anyway. Have lived in Tempe over 40 years. Hope some changes come through. Thank You. Margaret Nogales
35. 6/2/2016 I wanted to notify you that the bike posts on McClintock by I60 are interfering with emergency vehicles. I was going south and had crossed I 60 when an ambulance sounded and we tried to pull off the road. Well, it was rush hour and we couldn't do it. It was a bottleneck. Fortunately it turned out the ambulance was coming the other way or a Tempe citizen might have died waiting for help. They are also too distracting when trying to turn onto McClintock during rush hour. I'm only human. If I hurt someone because of too many distractions, I'd be devastated. How about you? Dorinda Lang
36. 6/10/2016 Good day Mayor Mitchell and City of Tempe Council Members; Summer is here and school is out, so I expected a plethora of bicycle riders out enjoying the early morning / late afternoon weather, but to my surprise, I observed less bicycle riders than usual. It appears that now the summer heat is here, bike ridership has drastically decreased. My Friday June 10th, 6pm – 7pm observation noted **NO** bike riders using the bike lane **or** the sidewalk. As promised, I did do a traffic count and per my tally, I noted about 72 automobiles per minute*, vs. **0 bicycle riders**. It would appear that now summer temps are hovering in the 100 + range, and street temps are about 140 + (I will obtain a probe thermometer and verify this) our bicycle traffic has fallen to almost nil. Data is what data is, and again data shows bicycle traffic **does NOT** warrant removing a lane of traffic for a bicycle lane. Please restore the 3rd traffic lane to McClintock so the tempers of drivers who see empty bike lanes do not rise with the temperature. Long time Resident Ed Hooten ***4,320** vehicles per hr vs. **0 bicycles**.... The math / data proves the bike lane idea is not viable on McClintock..... Ed Hooten



37. 6/29/2016 Good day Mayor Mitchell and City of Tempe Council Members, and Happy Fourth of July!.. We are well into summer and the heat is on, so y this past weekend, I was up early hoping to catch people out enjoying the cool mornings, and I expected some of bicycle riders out enjoying the early morning weather. But to my surprise, I observed NO bicycle riders. It appears that now the summer heat is here, bike ridership has disappeared. During my Saturday June 25th, 6am-7am observation, AND Sunday June 26th 7am-8am observation I noted **NO** bike riders using the bike lane **or** the sidewalk each morning. I did note several joggers and dog walkers getting their walks in before the heat, but no bicycles. I went early each to be unbiased in my observation, so no one can say we / I was not fair. As promised, I did take some temperature data points, and they were: air, 88 degrees F, sidewalk 90, McClintock pavement 94. As stated previously, data is what data is, and again data shows bicycle traffic **does NOT** warrant removing a lane of traffic for a bicycle lane. Please restore the 3rd traffic lane to McClintock so the tempers of drivers who see empty bike lanes do not rise with the temperature. Maybe, some afternoon, when it is 120 degrees plus on the pavement, and traffic is 30 cars deep waiting for the light at Baseline, I'll ask a few automobile drivers their opinions on the empty bike lanes. I'll have to give that idea some thought, as I don't need confrontation, or objects tossed my way. Perhaps one of the advocates of the bicycle lanes could join me so we could ask, fair and unbiased questions, just a thought.....Long time Resident Ed Hooten Again, another observation of NO bicycle riders. The date proves the bike lane idea is not viable on McClintock..... Ed Hooten
38. 7/25/2016 Hello, What's being done regrading this nightmare that you have brought to Tempe citizens? Because of your careless and unthoughtful actions I avoid McClintock at all costs and it adds about two extra miles to my commute (here goes you green savings). I had company in town this weekends and had to travel via McClintock. there were so many cars and traffic and no bicycles. who in the right mind does this project. Please end this horrible experience and revert McClintock to it's original form until a reasonable solution and plan could be drafted and executed. Whomever or who ever was the brain behind this project seriously should be fired and switch to a different field as obviously he or she or they have no insight or commons sense. I am requesting someone to give me an update via emails regrading this failed project, and give

me the timeline on when this will be corrected and McClintock will be restored. Regards Shahin Rezai

39. 7/25/2016 Hello, I'm really looking forward to this report and also the record used to produce the data. We all see the traffic caused by this useless and dumb idea and decision but I'm still to see any number of bikes that can justify such a stupid move and plan. Please provide actual records (video tape, meter clocked or some sort of measurable tool to generate the data for number of bikes) or the data reported very well could be considered as "juiced-up"... This stupid idea has caused so much hassle and time wasted at least for me and this needs to be stopped and McClintock needs to go back to the way it was. Traffic is so bad that I can't turn left on Hermosa from McClintock without risking, and I have had close calls twice. You have been informed about the safety hazard that this project has caused and you need to correct this ASAP. I save the thank you for when I see results. Shahin Rezai
40. 8/20/2016 Good day Mayor Mitchell and City of Tempe Council Members, School is back in session, and with the lack luster use of the bike lanes this past summer, I was expecting to see more bike using the bike lanes along McClintock from Baseline to the US 60, but with temperatures still hovering above 105 F, I still see maybe 1, sometimes 2 bike riders during my observations, and so far, all riders are using the sidewalk. The latest observation was Friday afternoon, 8/19/16 from about 5 pm to about 6 pm and I was hoping to maybe see at least 1 bike commuter / student, and I was in luck! I saw 1, and only 1 bike rider going north on McClintock using the sidewalk. What was observed was traffic backed up bumper to bumper from Baseline all the way back as far as one could see PAST the US 60 towards Southern. See attached pictures, (and note the absence of bicycles). With the recent news out in the paper on the new housing development and business center going in where the old Lakeshore Mall was, our population density once again will increased, and removing lanes of traffic will only increase traffic congestion in my neighborhood. I did discuss traffic flow from a freeway onto arterial streets with an Engineer at ADOT, and as I suspected, ADOT designs off-ramps and streets near freeways to move large volumes of traffic off the freeway and into the surrounding areas by slowly going from 4, sometimes 3 lanes, down to two over a mile or two to prevent back up on the freeway. Putting in the bike lane on McClintock has circumvented ADOT's design and now causes back ups at high traffic times on the off ramps putting those drivers at risk. As stated previously, data is what data is, and again all my data and observations show bicycle traffic does **NOT** warrant removing a lane of traffic for a bicycle lane in which no one uses. Please restore the 3rd traffic lane to McClintock for the safety of all. Long time Resident Ed Hooten



41. 8/23/2016 Good morning Mayor Mitchell and City of Tempe Council Members. The new development at the old Lakeshore Mall I was referring to in my first email below can be viewed by using the link attached. (<http://azc.cc/2bl9heq>) Apparently it was a unanimous vote by the City Council to approve development of the 20 acre site destined for 370 apartments, and a destination 798 seat theater / dining establishment. With access limited to this new site due to traffic lane restrictions, is making this new destination site difficult to get to, something you want to pursue? I would think the mindset would be do whatever we can to draw people to the site by easy access to and from, not have them sit in traffic and become frustrated. I see this bike lane a deterrent to this business and other business in the area. Please restore the flow of traffic to what it was. Long time Tempe Resident Ed Hooten
42. 8/25/2016 I really do not see many bicyclist using the bike lanes on McClintock Drive. I may miss seeing them as traffic is backed up and I need to pay attention in the fray. Are you considering fixing this mistake. I also noticed the traffic counter tube was stretched completely across the sidewalk. That would increase the number of bikes counted as almost all folks are riding on the sidewalks. I did see a full size bus the other day driving between the curb and the stick barriers. At least the lane was getting some use. This section of roadway was not a wise choice for this experiment and I hope that you change it back. It is Ok to make mistakes if you learn from them. Greg Sells Tempe resident
43. 9/14/2016 Good day Mayor Mitchell and City of Tempe Council Members, School is back in session for everyone and summer looks to be winding down, YAHOO! I was expecting to see more people out enjoying the cooler mornings and was not disappointed. The latest observation was Saturday morning 9/10/16 from about 8 am to about 9 am. What was observed were more people out than I've seen in a while. Some jogging, 1 on a skateboard, and 1 bike rider going north on McClintock using the sidewalk and 1 bike rider in the bike lane, texting while riding. (see pictures). I stopped the ASU fan riding on the sidewalk and asked why she was using the sidewalk vs. the bike lane because traffic was light. Her answer was the same as others I've asked the same question to, and that was she did not feel safe riding in the bike lane due to drivers going in and out of the bike lane to and from businesses, cross streets, homes and apartments. She said she was almost hit when in the bike lane and feels the 8 foot wide sidewalk is much safer. About 2-3 weeks ago on a Wednesday or Thursday, I did notice a city of Tempe truck and personnel place what looked to be traffic counters on McClintock. They were only there a day, so I'm not sure what data was collected, but it was data none the less. As of late, the traffic seems to have increased especially at evening rush. It is now common to see traffic bumper to bumper from Baseline, North over the freeway to Southern. The 3rd traffic lane would really be beneficial.... As stated previously, data is what data is, and again all my data and observations show bicycle traffic **does NOT** warrant removing a lane of traffic for a bicycle lane in which not many people use. Please restore the 3rd traffic lane to McClintock for the safety of all. Long time Resident Ed Hooten



44. 9/21/2016 Motorized vehicles are prevalent and very much need the extra lane back. Please return the lane to motor traffic. Thank you. Judith Berry, Tempe
45. 9/22/2016 Hello Tempe City Council members: I have been a south Tempe-Alta Mira resident for 30 years and I do not want the city to remove a vehicle (car) lane to create a bike lane on south McClintock Drive. I believe that removing the vehicle lane will increase congestion for motorists. Thank you Frank Campbell
46. 10/7/2016 Dear Council members, I am writing to you as a residents of the Lakes Community on McClintock & Baseline to write that the bikes lanes that run along McClintock be removed and the street be turned back into the major vein of traffic that it is and should be. Since the lanes install I have witnessed an increase in traffic, accidents, and very little use by bikers, as they reaming on the sidewalk rather than using the lane. I am certain the intention was well place, the outcome has been anything but and it should be reversed to accommodate the amount of traffic that a city like Tempe handles on a daily basis. I hope the decision is swift and makes sens for the larger community as changing something strictly for the bikers that simply do not have the numbers to justify the disruption, is something I will surely vote against come election time. And by vote against I mean for any of those who continue to support such an illogical change to the traffic dynamic of McClintock. Make it a great day John R. Scott
47. 10/7/2016 Hello, I am writing in regards to the bike lane issue on McClintock. I believe this will be reviewed at the November 3rd council meeting. I wanted to send my message of how disappointed I've been with the change and really hope it can possibly be reverted even just around Apache-Broadway which is the worst traffic. I really have not seen a positive except for the few bicyclists who take advantage of the lanes. Its been almost a year and I still haven't seen more bicyclists use these lanes or less traffic. The negative impact this has made on traffic causes extreme delays especially on Rural going south between 4-6pm. Now that McClintock is so backed up people try to take Rural and both roads are very congested. It can take me 30 minutes to drive from Rio Salado to Southern on Rural and no way to get around it. In that time span I maybe see 3 bicyclists at the most. I think the bike lanes make more sense south of the 60 because traffic isn't so bad and more families would take advantage of it. Also the turn lane on McClintock heading south to turn right on Apache is a serious risk because people speed down that lane all the time to eventually cut off someone going south since its right turn only. If the intention is for bicyclists safety this causes a hazard quite often and sometimes cars block off the bike lane as they try to merge. I have just bought a house which I need to turn off of McClintock

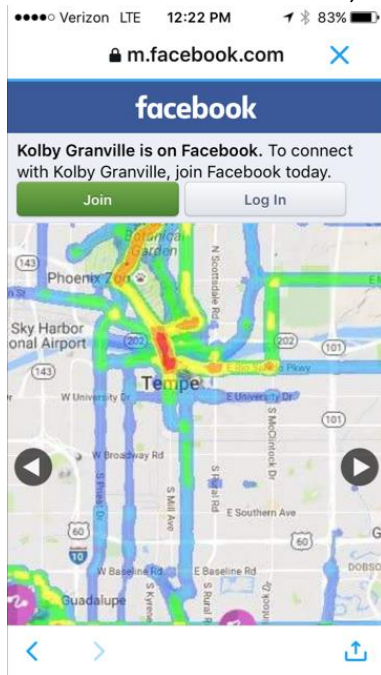
to get into the neighborhood and during rush hour its going to be nearly impossible to turn left out of there when need be since traffic backs up so bad. Thank you in advance for reading my comments and wish for the best resolution in this matter. Sincerely, Estrella Mendoza

48. 10/4/2016 McClintock Drive. Seriously! From 3 lanes to 2 for bike riders and there have been zero bike riders during the week, and traffic backed up everywhere, spewing emissions in our precious neighborhoods, polluting our kids lungs. Come on. Someone needs to re-evaluate this! The Dave Roberts
49. 10/5/2016 I want to start by saying I believe bike lanes are necessary....but not on on of the most heavily travelled thoroughfares in our city. I travel McClintock both ways commuting to work in South Scottsdale. The increase in the number of traffic light cycles I endure drastically increased after the bike lanes were added. This is especially noticed during the evening southbound commute. This cannot be good for the environment or for the image of our City. I was the unfortunate witness of a motorcycle accident a few weeks back. This was directly influenced by the end of the right lane at Apache. I support a vote to remove the bike lanes and add back the traffic lanes on McClintock. Thank you. Chris Peck
50. 10/5/2016 Good day again Mayor Mitchell and City of Tempe Council Members, Summer temps seem to be gone, and cooler weather is now upon us, and therefore more time we can spend outdoors. I was expecting to see more people out enjoying the cooler mornings / evenings and was not disappointed. The latest observation was Saturday morning 10/1/16 from about 7am to about 8am. What was observed were several people out walking, jogging and such and very light traffic on McClintock. I did see 1 bike rider going south on McClintock using the sidewalk and no bike riders in the street bike lanes. I stopped the gentleman riding on the sidewalk and asked why he was using the sidewalk vs. the bike lane and his answer was the same as others I've asked the question to, and that was he did not feel safe riding in the bike lane due to drivers going in and out of the bike lane to and from businesses, cross streets, homes and apartments. He said he feels the 8 foot wide sidewalk is much safer going to and from the grocery store. This comment seems to be the common answer when I ask people why the sidewalk vs. the street. I did another observation Saturday 10/1/16 about 5pm – 6pm and again, traffic was light and encountered about 8-10 very happy people riding beach cruisers southbound on the sidewalk about Minton and McClintock. I asked all of them why the sidewalk vs. the bike lane in the street and their answers were about the same as many others, they feel much safer on the sidewalk vs. the street. The empty bike lane does offer a great buffer between traffic and the sidewalk, and one cannot fault the bike riders the added feeling of protection. As stated in previous emails, data is what data is, and again all my data, observations and feedback from the bike riding public shows the bicycle traffic on McClintock does NOT warrant removing a lane of traffic for a bicycle lane in which is not used. Please restore the 3rd traffic lane to McClintock for the safety and sanity of all residents in our neighborhood. Long time Resident Ed Hooten
51. 10/12/2016 End this traffic farce today. No one uses these lanes. When the advocates of this waste of money can air condition them perhaps they will be useful. Charles Whitfield
52. 10/12/2016 The bike lanes should be removed from McClintock. If the bike lanes were being used enough i'd be for them. Currently, there isn't enough bicyclists to justify them. Just because they were put there doesn't mean they are being used. The bike lanes are catering to a niche group, not even a minority group. Thanks, Marc Arroyo
53. 10/13/2016 those of us that use mclintock regularly have seen the negative changes since this ill conceived move was made. Your data will not change reality much as you who pushed this boondoggle hope it will. chuck whitfield
54. 10/14/2016 Dear Council Member, Ever since the bike lanes were added to McClintock Dr., rush hour traffic has been a nightmare. Driving up and down McClintock between 4:30 and 7pm feels

more like waiting in line at the MVD than waiting in traffic. Cars back up from one traffic light through the next so that here are times that your light turns green, but you still can't go because traffic across hasn't moved. You just sit there and try to feel glad that you weren't stuck out in the intersection when the light changed. Making a left turn into any of the many businesses along this route is nearly impossible from the storage lane since cars are bumper-to-bumper and not willing to let you across while they wait (which as an auto insurance claims adjuster, I can tell you is already an unsafe maneuver). This arrangement is bad for businesses, a recipe for more accidents (causing more delays), and is a huge time-waster for thousands of Tempe citizens who have to drive on this road to get to their jobs or families EVERY DAY. I daresay, from what I've seen it is unlikely that those bike lanes are used by 1,000 bikers in even a month. Things are bad--and now the snow birds are flocking back to our state so they will only get worse in the ensuing months. Most of that stretch of McClintock has very wide sidewalks which are sufficient to accommodate bicyclists. Tempe also has a number of alternative bike routes around town which I take advantage of myself somewhat frequently. McClintock Drive is an important artery for car traffic and, for the reasons stated above, it clearly requires three lanes. I hereby add my voice to those who would have you remove those bike lanes. I implore you to vote accordingly. Adam Schafhauser

55. 10/15/2016 Good Evening Sue, I came across your contact info on the Tempe.gov website. I would like to add my voice to the concerns of other Tempe residents regarding the traffic conditions on McClintock Drive from Guadalupe Rd to the US 60. I commute to North Phoenix every day and since the lane reductions to McClintock, my total drive time has increased 18-20 minutes. Traffic crawls going Northbound in the morning towards the 60. It is literally bumper to bumper and it sometimes takes 4-6 cycles of the traffic lights just to clear an intersection. Sometimes traffic is so congested that there is no room to even cross the intersection when the light is green. I also experience the same traffic issues when heading Southbound off of the 60 upon returning from work each day. I am an avid cyclist and bike over 125 miles each week. I am extremely grateful for the bike lane, but would give it up in a heartbeat to have traffic flow as it did before the lane reductions. Thank you for your consideration, Sincerely, Will Primack
56. 10/17/2016 Good Morning Sue, We use McClintock Drive daily several times a day. The part of McClintock we use the most is Guadalupe to 60/Southern. We have small children that attend Ward Traditional Academy and we use the "La Jolla Drive" to access the school on Hermosa Drive. In the morning, the volume and speed of the vehicles going North on McClintock Drive is horrendous. Now that the 3 lanes are down to 2 lanes; the concentration of vehicles is enormous and the speed of the vehicles seems to have increased which now makes it very difficult and dangerous to cross McClintock from the side street of La Jolla Drive during the School Drop-off and Pick-up. I don't know what the traffic control techniques should be during these peak hours but want to make City of Tempe aware of this potential dangerous issue. Thank you for allowing us to provide feedback. Best Regards, Rebecca M. de la Torre
57. 10/17/2016 Due to work I cannot attend the meeting at 4 pm this week. Traffic on McClintock from Southern to Guadalupe is a Nightmare. It was ridiculous for you guys to take lanes away to appease 3 to 4 bicyclists who May ride them in a bike lane. I see rage daily on McClintock especially at the Frys store on NWC. Drivers cannot even get on the street. Give us back our lanes! I was driving east on University around Rural and it has no special. Ike lanes. With ASU that would make sense. South of US60 is family neighborhood not college. This needs to be fixed now. Dory Pemberton
58. 10/17/2016 Sue- Please pass along these comments to City Council as you requested from the city website: <http://www.tempe.gov/city-hall/public-works/transportation/mcclintock-drive>. Again, you are looking at vehicle lane counts that are over 25-35,000 VPD. The claim is the

reduction due to other expansions of the Loop 101. However, during this same time frame, the Great Recession occurred, gas prices were at all time highs, people were losing their homes to foreclosure, etc. Now, the economy is better and there are now new developments coming out of the ground (NWC McClintock/Baseline) which will further increase traffic along McClintock. Please provide any data that shows bike counts per day (BPD)? I have yet to see any report that would justify that a vehicle lane be removed, which impacts quality of life for those that rely on their vehicles to get to work or take kids to school. Why is there such a movement against all modes of transportation, INCLUDING cars? At one of the meetings, it was even stated the sidewalks were expanded to 8' to accommodate additional bike traffic on sidewalks? Even one of the Tempe City Council members, Kolby Granville, posted a heat map showing the use of the new bike boulevards, here it is:



From the Tempe website:

Sections of arterials streets that accommodate similar volumes of traffic (25,000-35,000 vehicles/day) with two travel lanes in each direction include:

Warner Road from I-10 to Priest: 31,754 vehicles/day

Warner Road from Priest to Kyrene: 31,703 vehicles/day

University Drive from McClintock to Loop 101: 30,115 vehicles/day

Rural Road from Baseline to Guadalupe: 29,395 vehicles/day

Guadalupe Road from Kyrene to Rural: 28,960 vehicles/day

University Drive from SR143 to Priest: 28,048 vehicles/day

University Drive from Rural to McClintock: 27,360 vehicles/day

Warner Road from McClintock to Loop 101: 25,930 vehicles/day

Guadalupe Road from McClintock to Loop 101: 25,027 vehicles/day

You are showing 9 different intersections of similar traffic counts. However, of the 9, 5 are counts for east-west arterial streets. There are over 12 major east-west arterial that allow for travel through Tempe. There are only 2 major arterials (not counting I-10 or Loop 101) that a resident can take from North Tempe all the way to South Tempe without having to travel east/west (McClintock & Rural). I would further argue that, if anything, there should be more effort put into making these 2 major

north/south arterials more vehicle friendly to accommodate the residents that live in south Tempe and then have to commute to north Tempe. I look forward to being at the meeting on 11/3 and hope that these comments will help to solidify the need to add back the vehicle lane that was removed to improve the quality of life for the majority of residence that are currently using these streets. Nick Miner

59. 10/17/2016 Sue – I will not be able to attend the special meeting on Nov 3rd about the McClintock DR improvements. But would like to have my comments considered. Are you're the correct person to address these for me? If not, then please let me know who to contact. Or, forward this email to them. Thnx! First: There are about 30 bus stops on McClintock between Baseline and Rio Salado. (Half on the East side and half on the West side of the street.) Most of these are at, or near a designated crosswalk. But about 9 or 10 are in the middle of a block with NO designated crosswalk for people trying to cross the street to get a bus. I personally have seen some folks dodging the speedy traffic to cross from one side to the other, Most dangerous. I ask that either the bus stops be moved, or additional cross walks be added. Second: I live near the cross streets of Baseline and McClintock. Since the lanes have been reduced, it is most difficult to get on to McClintock in the morning rush hour from my street, Oxford Dr. (Fire station street!) Impossible to make a left turn – going South. And most difficult to go North. Cars are backed up from the light at Baseline and most of our early morning neighbors are not very polite about allowing anyone to get in line ahead of them. Then in the evening, not fun to try to get out of the Fry's parking lot and head South. Almost impossible without endangering life and limb. Sure hope something positive and helpful can be done about both these situations. But I have no suggestions to make. *Bob (& Patty) O'BRIEN*

60. 10/17/2016 Sue, Just a comment from a citizen. I've lived in the Lakes (McClintock and Baseline) for 36 years, so I'm somewhat experienced with the traffic and the impact that the bike lane project has had. I drive on McClintock virtually every day. In the year since the bike lanes were installed I've seen literally thousands of cars; I've only seen two bikes! On initial installation of the bike lanes, traffic congestion was incredible. This has abated somewhat since drivers are finding alternative routes to their destinations. But a single accident creates major issues since there is only one alternative lane in each direction, and accidents can tie up both lanes for hours. All this to provide a path for two bikes! While the goal of easier bike travel is laudable, few residents use them during the 9 months of the year where heat is a transportation factor. Tempe misspent a lot of taxpayer money on this project, only to impose a major inconvenience on those same taxpayers; not exactly the goal for which our government should be striving. The experiment is over. The data collected. Let's remove the bike lanes and provide more space for the dominant mode of transport within our city, the automobile. Jeff Kokes

61. 10/17/2016 THE WHOLE MCCLINTOCK DRIVE PROJECT IS THE WORST THING I HAVE SEEN IN MY 50 YEARS AS A TEMPE RESIDENT. THE MORNING CONGESTION BETWEEN ELLIOT AND GUADALUPE IS BIZZARE...ASLO I HAVE BEEN LOOKING FOR THE PRECIOUS BIKE RIDERS AND HAVE ONLY SEEN TWO IN THE LAST 2 MONTHS...ONE WAS RIDING ON THE VACANT SIDEWALK...AT NIGHT WITH NO...NO LIGHTS...THE OTHER WAS IN YOUR SACRED BIKE PATHS AT NIGHT ALONG MCCLINTOCK ALSO WITHOUT ANY LIGHTS. MCCLINTOCK BETWEEN GUADALUPE AND BASELINE IS LIKEWISE IRRITATING.ACADIA FEEL FREE TO CALL ME 480-838-2110 Jack Gibson

62. 10/17/2016 Dear Sir/Madam: Since you have incorporated the bike lanes my car was hit by a biker going against the flow of traffic. I was about to pull out onto the road when he crashed into my car. His handle bars dented my car and ruined my remote mirror. He took off and was 20 ft. down the road before I could get out of my car. I was stuck with the bill to pay for the damage. I think the only fair option is to issue registration for bikers and issue little license plates that they pay for. Anyone caught riding in the bike lanes without a plate will be given a ticket. This will bring money into Tempe and is fair considering the amount of space taken away from us who drive cars.

Considering the amount of space taken away from the road and we who are older and will not ride a bike especially in 114 degree weather should have an effect on your decision. Bike lanes should have been put to a vote by the residents of tempe prior to it's development. There is plenty of room on the sidewalks for the few bikers that use the new lanes and the large some of money spent on paint could have been used for our schools. Dominick Tana

63. 10/15/2016 As a resident on Oxford Drive just off of McClintock for over 40 years, I am not pleased with the latest traffic changes: 1. the candlesticks are really ugly 2.the lane reduction now backs north bound traffic to where it is difficult to enter McClintock 3. very few bicycles observed using the lanes 4. most bikers still ride on the sidewalk (okay with that as it is much safer) 5. some bikers use the bike lane riding against traffic (confused) 6. the lagging left signals at Southern (and elsewhere) add to the confusion (if you want lagging left...do it everywhere as in Scottsdale). Better yet leave signals as is. William Gustafson

64. 10/12/2016 This is another waste of money foisted upon the residents of Tempe to keep ASU and the bike community happy. It was bad enough that the city took quality streets and made them smaller to keep the voices of the bike community happy, but now they want to put in even more bikes. Those of us that have supported this city for more than 30 or 40 years are fed up with the way this city squanders money and then wants even more from the residents. The people from ASU will leave this area but will have an effect on it for many years to come. It's becoming obvious that the city wants to get rid of the older people who have been in Tempe for many years and replace them with younger people who will support this nonsense. It's time to start getting rid of the people on the council as well as the mayor. Harry Mitchell would never have voted for this. Rickey Lynn Gans

65. 10/17/2016 Dear City Council: I read on the Broadmor Neighborhood FaceBook page that citizens were emailing in opposition to the McClintock bike lanes, and further expansion of the bike lane program; I would like to add my name to the bike lane opposition. While the city's "fact sheet" on the website shows an "average decrease" of 22% from Broadway to Guadalupe, north of Broadway, the traffic declined only 10%. I'm not sure what happens at Broadway, but I have to imagine that there is a backup at rush-hours. Also, McClintock doesn't seem to be a particularly "bike-friendly zone" – it doesn't seem like there are many "bikable businesses" or other "bike magnets" like parks, etc. along that stretch, and I don't seem to see it as a natural "bike corridor" in the same what that, say College Avenue is. Honestly, there never seem to be any bikes in the new lanes. Tempe is also really susceptible to traffic flow disruptions due to construction, etc. especially in the zone from Baseline to Broadway in NS streets. As a small business person who lives along Rural, there are MANY mornings when it seems possible to escape Tempe to get to meetings up north, and it would be nice to have alternatives to travel NS – Priest, McClintock, etc., and bike lanes lessen the extent that NS streets can handle additional traffic flow when needed. I view the Orbit system as a really worthwhile "alternative" mode of transportation – I'm not solely in favor of cars. I have used Orbit on multiple occasions to go downtown, and found it both easy and pleasant. It's schedule and routes can be changed as needs change – in short, I think its flexibility is an advantage – bike lanes are fairly permanent, can't be "minimized" if the hoped-for usage doesn't materialize, etc. Also, they're not seasonal, I can't imagine that whatever bike lane usage has materialized doesn't decrease when its 120 degrees outside. Thanks, Gene Kniaz

66. 10/18/2016 The Honorable City of Tempe Council Members: Please take down the candlesticks and add restore the traffic lanes on McClintock; here's why: Candlesticks and lane removal created increased traffic congestion, idle vehicles and driver frustration; parents trying to drive kids to after school obligations, parents and students at McClintock high school, and residents in the adjoining neighborhoods bear the burden and risk of sub-optimized traffic flow; Few bikes take advantage of the new lanes and cyclists still prefer using sidewalks (often in the wrong direction); The candlesticks are a blight to our otherwise beautiful community and many have been hit or damaged increasing

maintenance and opportunity cost. Thank you for the consideration of community input. As a Tempe resident, I hope you decide to revert to the prior configuration at the November 3rd working session. Perhaps another viable solution can be considered. Sincerely, Priscilla Kadi

67. 10/19/2016 The Honorable Tempe City Council Members: Please take down the candlesticks and add back the traffic lanes on McClintock. The lane removal has created more traffic congestion forcing traffic to other arterial streets and increasing commute times and air pollution. Bikes are not using these lanes, I continue to see them riding on the sidewalks. Converting an entire lane to bike only use is not efficient with such low utilization. If you want to improve modality put in the train so it serves thousands of people and not just a few. The lanes already look old with damage to the posts and negatively affect ingress and egress to the neighborhoods. Thank you for your consideration. As a long term Tempe resident, I look forward to the results of the November 3rd working session. Regards, Fawn Medesha

68. 10/19/2016 Dear Council members, My husband (65) and myself (62), find the new bike lanes that lead to 60 on McClintock to be quite dangerous and would like you all to reanalyze them. Taking the vehicle turn lane away causes a great deal of congestion and confusion for both bikers and motorist. It actually scares us to ride our bikes on the street. Using the sidewalk is our preference for our safety. Thank you for taking your time to look into this matter. Gary and Colleen Dehler

69. 10/20/2016 This is the worst idea ever for Tempe. No bikers but traffic at a crawl! Take the candlesticks down! Get traffic going again! All my friends and acquaintances hate it too. Phyllis Ames

70. 10/20/2016 Council, I live in the vicinity of Guadalupe and McClintock; I can honestly say that I see, on average, less than 1 person a week utilizing the bike lanes in that area. I see bikes all the time at the canal between Elliot and Guadalupe, so there are no shortage of bicyclists in the area. I also enjoy riding my bike, so please take this opinion as the view from a bicyclist. The intersection of Guadalupe and McClintock is very busy and especially during rush hours, McClintock gets pretty backed up. Before the bike lanes, the extra lane made a huge difference in the flow of traffic and it wasn't too bad. The bike lanes seem to cause more back up and I see more drivers using the bike lanes inappropriately. I still see vehicles being driven in the bike lane (except on McClintock where the barriers are used to separate traffic). Just yesterday, I watched someone driving a scooter (not a motorized bicycle, but a gas powered scooter) in the bike lane. I don't ride scooters or motorcycles, but I assume that they are not allowed in the bike lane. Please consider bringing back the extra traffic lanes to allow the traffic flow to increase. Thank you, Jess Wade

71. 10/20/2016 Phone call from resident who does not like the bike lanes Larry Gutoz

72. 10/20/2016 Bike lanes I do not like them. Way too congested. To Az Betty

73. 10/20/2016 These bike lanes are terrible and put cyclists at high risk of being interfered with by drivers or worse, bring hit by drivers. A lane of this design on east Pecos road caused the death of a cyclist a couple of years ago. Bike lanes need to be clearly marked, adjacent to road lane curbs, and easily identified and understood by drivers. Using bright green road paint for the lane markers and bike emblem in the lanes would be significant improvement. Michael Goe

74. 10/20/2016 I am a medical practice manager at the Tempe Corporate Center and have had several issues arise since these bike lines were put in. Two (2) employees have been hit (both cars totaled) in their car while trying to turn left because people drive in the bike lane. Four (4) patients have been hit in their car because of people driving in the bike lane. Our patients and employees are late each morning because of the severe back up on McClintock since losing a lane. I have only seen a handful of bikers ever use this lane and the severity of the other outcomes far more outweigh the few bikers that use it. As a employee in this building for over 18 years I am pleading with you to please return the third driving lane and make this road safer! Flora Camacho

75. 10/20/2016 Dear City Council Members, I live in the 1900 block of East Carmen Street and am writing to express my concerns about the South Tempe McClintock bike lanes. I would love to see those lanes removed and McClintock return to having 3 lanes again. First, the bike lanes are not used very much for at least 5 months out of the year (May through September) due to our hot climate, which, by all accounts, will only get hotter. Secondly, McClintock Drive is a major north-south corridor connecting ASU and other businesses on the north to many residential areas on the south. Traffic, especially during rush hour, became much worse after the lanes were created. Thirdly, I and likely many others, decided to boycott McClintock in order to get to work and to take the 101 to the 60, which is, for me, 2 miles longer. That means more CO2 emissions—and no—I cannot simply bike to work because my job is too far away (and there are cogent reasons why I cannot change jobs, take public transit or move closer to work). Additionally, I think it is simplistic to put in bike lanes with the expectation that they will encourage people to bicycle more—especially in our climate. Why not use that money to encourage electric vehicles—with cash incentives? Finally, there is a safety issue. Turn lanes are not always available and it is very unclear how to negotiate turns across bicycle lanes. For example, when driving north on McClintock and turning right onto Belle de Mar (where there is no right turn lane), are we to get into the bike lane at the last minute and risk hitting a biker or should we stay in the righthand lane and risk being rear-ended by another auto behind us who fails to slow down enough? My husband gets into the bike lane sooner rather than later—neither one of us is sure what is appropriate. Also, heading south on McClintock, I have seen several drivers get into the bike lanes before the right turn lanes begin in order to turn right onto Southern—another safety issue. In addition, I for one really do not like the fact that affected residents were not surveyed BEFORE these lanes were installed. So much for seeking input and consensus from those affected. Thank you for this opportunity to express my views.
Johnnie Clemens May
76. 10/20/2016 The McClintock bike lane and candlesticks are the worst idea ever in Temp. NO ONE is ever in the bike lane and the traffic is now at a crawl. This is as bad as the stairs to nowhere in Scudder park. TAKE THEM DOWN! Phyllis Ames
77. 10/21/2016 Hello, It is my understanding that the Tempe City Council will be reviewing the McClintock bike lanes on Nov. 3rd. I would like to express my extreme opposition to these bike lanes. I travel McClintock several times a day, usually between Chandler Blvd and Broadway. In the past year I have seen bikes using these lanes twice. TWICE!!!! Auto traffic on McClintock is jammed up not only at rush hour, but also many other times during the day. And it is even worse now that someone came up with the bright idea to add posts that prevent cars from moving over when intending to turn right. It's absolutely ridiculous! There is simply no need for these bike lanes or posts. Put the traffic lanes back. The bikes can use the sidewalk, which is plenty wide and more than adequate for the 2-3 bikes that don't want to be on the street. Thank you. Kerri Degner
78. 10/21/2016 Hi I am a Tempe resident and I assume that my voice will carry more weight than organizations which are not located at Tempe or represent majority of Tempe residents. Disabling their fascist tactics in Tempe are in the best interest of our community. That include councilmen/women part of the organization being disqualify in voting on issues that involve such groups. It has been proven that in Tempe: Candlesticks and lane removal created more traffic congestion; Confusing for traffic (most posts have been hit); Few bikes take advantage of the new lanes and many cyclists continue to use the sidewalks; The candlesticks are a blight to our otherwise beautiful community; Ingress and egress to neighborhoods are negatively affected; Driver frustration and maintenance costs have increased. Also Apple is coming up with bike app, something that Corona residents recommended long time ago, but was dismissed by

biking community and councilmen/staff working not for residence, but for their interests. You missed that boat... The Tempe council can be an example for change in biking community across the USA. Councilmen/women with agenda take a single 90s study that discards riding on side walk as dangerous, when including that studies data concludes that 1 - bike riding in opposite direction of traffic is number # reason for bike accidents 2 - when riding opposite to traffic on sidewalk is the worst case, when riding in direction of traffic on side walks is safe. Check the stats on the paper. Also, Europe has more bikes than Tempe would ever dream of... They have concluded that bikes riding on side walks is safer too. I am all for biking, and there are ways that a comprehensive solution can be achieved if every one is not set in their ways. Please make sure that you listen to Tempe residents first then outsiders! Thx! Zafer Kadi, Ph.D.

79. 10/21/2016 Hello, My name is Kali Delzompo and I am a Physician Assistant at East Valley Primary Care Physicians located on McClintock Dr and the US 60. I have worked here for 3 years and live 5 miles south of the office. I am writing to urge the council to restore McClintock back to 3 lanes and remove the unused bike lane. Since the extended bike lane was put in to place I have seen many problems. 1. Traffic has dramatically increased, doubling commute times as people only have 2 lanes instead of 3 to travel down to the freeway. 2. Increase in traffic accidents outside of our office. Many people have chosen to drive in the extended bike lane (even though this is not legal) and have caused accidents from people trying to turn into the church just south of our business. One of my medical assistants was struck by someone illegally driving down that lane. Her car was totaled and she missed 3 days of work. I have had numerous patients struck trying to get to their appointment. 3. The traffic accidents make the traffic even worse. There was one night that I wasn't able to get out of the parking lot and was stuck at work for an additional hour. 4. It has been affecting our business: patients and staff are consistently late as it takes 5-7 minutes sometimes to turn left into the church right south of our complex. This makes them late for their appointment which in turn causes every other appointment to be late. I drive down McClintock everyday from Ray rd to the US 60 for the last 3 years and I personally have only seen on average 3-4 bicyclists a month on that stretch of McClintock that has been given an extended bike lane. I am an avid outdoor enthusiast. I ride bikes all the time and I am a big supporter of cleaner modes of transportation. However, I do not see the benefit in an extended bike lane in this part of Tempe. It has done far more harm to the citizens than good and has been downright dangerous for the many more motorists that use that road than the cyclists. I urge you to PLEASE restore McClintock. Thank you for your consideration. Regards, Kali Delzompo, PA-C
80. 10/22/2016 Please restore McClintock to 3 lanes plus a narrow bike lane as it was before. Steve
81. 10/22/2016 The Honorable Tempe City Council Members: Please take down the candlesticks and add back the traffic lanes on McClintock; here's why: Candlesticks and lane removal created more traffic congestion; Confusing for traffic (most posts have been hit); Few bikes take advantage of the new lanes and many cyclists continue to use the sidewalks; The candlesticks are a blight to our otherwise beautiful community; Ingress and egress to neighborhoods are negatively affected; Air Quality has been compromised due to emissions from cars during rush hours. Thank you for your consideration of my community input. As a Tempe resident, I look forward to the results of the November 3rd working session. Denise Skalon
82. 10/23/2016 I strongly encourage each Council Member to experience driving from Elliot Road north on McClintock and experience turning right into the parking lot to go to ACE Hardware @ McClintock and Baseline Road and experience turning right onto Baseline Road itself as you make decisions about markings. Respectfully Submitted, Ira C. King, Jr.

83. 10/24/2016 Dear Sirs: I am employed at 4515 S McClintock DR Ste 100 Tempe 85282. I am impacted as it takes much longer to turn into my office due to the backlog from the change in the McClintock lanes. Traffic is congested and it creates a very dangerous situation to turn as traffic backlog makes it take longer and makes me sometimes take risks to turn into the parking lot. I see very few bikes in the lane going north on McClintock and think it would be much safer for traffic to remove the bike lanes. Sincerely, Dr James L Blair II MD
84. 10/24/2016 I often make a right hand turn from McClintock onto Bell De Mar (driving North on McClintock and turning Right onto Bell De Mar). Whatever existed before the "improvement" was fine and not dangerous but the widening of the lane has caused a lot of confusion for car drivers turning right both onto Bell De Mar but also into the Fry's shopping center. There are also drivers that are in the far right lane after they cross Elliot but then the lane suddenly ends and it is an accident waiting to happen. When the change was made, I called the police department traffic decision to find out the correct motorist laws for this. Before I called them I thought the correct thing was to get over before the intersection and be in the bike lane as I observed other drivers do, but it turns out that you wait until the last minute and get over which if another car gets over earlier means that you get rear ended. I am always nervous when I get to that place and have almost been rear ended because I wait until the appropriate time to get over by the lines on the road. I have the same concern at Fry's. Luckily very few bikers use this bike lane because I think the widening has made it less safe not more safe but car drivers remain confused about the correct rules of the road in this situation. I hope sincerely that you get rid of the extra space and go back to more car lanes on McClintock and the usual bike lane which should be sufficient. Roxane Javid.
85. 10/24/2016 Very respectfully... it's as bad of an idea as the canal stop lights.... I never see anyone use them other than 10% of the time. I never see anyone use the bike lane! Keep that down by asu where it's great! Not here! Keep 85284 for people that use vehicles!!! Please!!!! Further more... my mom can't drive and SHE WILL USE THE SIDEWALK when she wants to ride her bike to church.... the sidewalk should be bike and people friendly! It's a no brainer!?! Monty
86. 10/24/2016 Dear Council Members I am writing in support of REMOVING the bike lane on McClintock Dr. I work at McClintock High school and live in McClintock Manor on La Jolla Drive which feeds onto McClintock. It has become almost impossible to leave my neighborhood during high traffic times. What concerns me more is how UNSAFE it has become for McClintock students to get to and from school with the increase in traffic on McClintock. The bike lane would be better placed on Rural which has no school that would be impacted and is closer to ASU where there is large bike community. PLEASE for the safety of our students PLEASE REMOVE THE BIKE LANE ON MCCLINTOCK. Monica Griffin - Counselor- McClintock High School.
87. 10/24/2016 Please give us back the vehicle travel lanes. The bike lanes are not used by enough riders to warrant the added congestion to vehicle traffic. James Brasetton
88. 10/25/2016 I am writing you in regards to Restore McClintock and Remove the Unused Bike Lanes. I work at East Valley Primary Care Physicians as a Medical Assistant and have been since January of 2015. Our patients and co workers have been involved in accidents outside of our office. The extended unused bike lane has caused major accidents and increase in traffic traveling North or South on McClintock. Drivers are continuing to ride the bike lane as if it is a lane for drivers. There has been plenty of times when I am driving South on McClintock towards the US-60 and someone tries to pass me in the bike lane when I have to turn into the entrance after the Church; First Baptist Church. There is also a problem when I travel North on McClintock. When I get into the center broken lane to turn into the Church there is already people traveling from the South in the center lane to get onto the US-60 West. This could cause

a head on collision and luckily that lane is wide enough for two compact cars to be in. However, it is still not safe. Therefore, I am requesting the Unused Bike Lane be removed and restore McClintock to three lanes. This will lessen traffic traveling both South and North. It will also lessen accidents in our community. Again this is in regards to the McClintock stretch and the whole City of Tempe. Thank you, Victoria Vital

89. 10/25/2016 Dear Tempe City Council Members, I'm writing in regards to pending decision to remove bike lanes on McClintock Drive. **I'm 100% in favor of removal of these bike lanes on McClintock between US60 and Southern and go back to 3 lanes for both North and South bound traffic.** I live on La Jolla just east of McClintock and I have noticed since the addition bike lanes on McClintock Drive (by removing one lane each direction) that turning on to McClintock, especially when have to turn left, has become extremely more difficult and quite dangerous. Why more dangerous? Because the window of opportunity to turn left safely onto McClintock has been significantly reduced. Safe left turn requires both North and South bound traffic gaps to coincide, which is very infrequent now because as there is now one less lane available each direction making McClintock much more congested. **Many drivers now** take the dangerous option to pull out into the median area and rather than wait for the gap in both directions. As far as I understand, this is not a legal use of the median lane and is very dangerous. Once a driver gets stuck in the median lane it requires them to accelerate fast to merge with traffic while looking over shoulder or rearview mirror and ignoring head on traffic or their lane position and possibly drifting onto head on traffic. Others drivers are more tempted to just "gun it" across the traffic specially when they are in hurry to get where they need to go. Again this is very dangerous and I've seen several near misses already. While I'm sympatric to those who ride bikes, the use of the bike lane between US60 and Southern on McClintock is very rare as opposed to bike lanes much closer to ASU campus. To keep bike lanes between US60 and Southern on McClintock Drive would be in my opinion "penny wise, pound foolish". To make this stretch of road safer for bicycles who are probably <1% of the traffic on McClintock between US60 and Southern and increase risk and reduce safety for the other 99% who drive cars on this stretch of road is quite simply crazy. Please **remove these bike lanes** and increase traffic safety for my family and my neighbors and those pass through this section on McClintock drive daily. Regards, Mike Griffin
90. 10/25/2016 Lauren, Thank you for your response to my previous email. I would like to address some of the things that you said though and get some clarification. I see some of your viewpoints on this matter and I agree that you need to plan for the future. However I don't think that you are seeing the actual issues in this particular stretch of road in Tempe. I am here in this area EVERYDAY. I work and live in this area and the only road that I use to get to and from work is McClintock and have seen the changes since the extended bike lane was put into place. Can you say the same that you use this part of road in tempe daily? In your response you used the term "statistics show". Are you able to share your sources on this matter? Specifically the source that states that intersection crashes are down 35% in this SPECIFIC part of McClintock around US 60 on and off ramp. Also you say that you are 6X more likely to die on the sidewalk then in the bike lane, so it's "safer" to use the bike lanes. Have you been down McClintock between Guadalupe and the US 60, specifically during business hours/rush hours? Cars drive in the bike lane ALL the time during commute times, when people would be using this to get to businesses and schools, not saying that this is legal but it is fact. I live less then 5 miles from my work here in Tempe and exercises daily.. I would love to ride my bike to work, but there is NO way I would ever use this bike lane that you guys had built seeing how people drive near it. I have no doubt that I would ABSOLUTELY get hit by a car using that lane. It is not safer. You should check with the people who had to replace the "barrier" poles almost weekly for months because people ran

it right over. Can you imagine if there was an actual bike there? The poles were knocked down so much that now they are no longer even present on North McClintock just south of the freeway. I also agree with you that roads are supposed to move people. That is what McClintock does.. with vehicles. it is a heavily used cars all hours of the day. There are significantly less bikes present. Your response to some of my questions would be greatly appreciated. Again thank you for reading my emails on this matter. Kali Delzompo PA-C

91. 10/25/2016 We are totally against the "test" on McClintock. The reduced lanes of car traffic has caused congestion along the test area. The use of the candlesticks was / is a total waste of taxpayer funds. It is hard to find an undamaged stick remaining. These must have cost citizens thousands of dollars in vehicle damage. The bike lanes are seldomly used, but the sidewalk is. Thank you from this Tempe resident taxpayer/voter since 1983. Fred & Joan Boger
92. 10/25/2016 I was made aware that the bike lanes have been challenged... I have despised these bike lanes since they went in! First of all, they have restricted traffic dramatically, and in the past year, I can honestly say that I have NOT ONCE seen a BIKE in these supersized lanes. I don't know if it's timing, or what, but these lanes would be better used to allow traffic to flow nicely. I agree that encouraging the bike rides is great for the environment, but let's face it... in the 120 degrees, no one wants to ride a bike... we have more car and bus traffic than we do bike. We can't waste precious road space for the off chance that a biker will chance the heat to ride to work. There are too many cars stuck in traffic for this. The longer we're stuck in bumper to bumper, the worse it is for our environment... these lanes are NOT helping anything. PLEASE consider doing away with these ridiculous lanes. I beg of you! Regards, Serena Jones
93. 10/25/2016 Hello Lauren – I am an avid cyclist riding an average of 80 + miles per week around Tempe. McClintock, even with the bike lanes continues to be problematic. Perhaps it may be due the inconsistency in the markings of the bike lanes. In some sections the lanes are adjacent to the curbs, in some areas they have the extra lane spacing marked on the left side of the cyclist, in some areas they have a thru lane marked which allows cars to be on both sides of the cyclist, and in some areas there appears to be a right lane marked for car turning into shopping areas. Another problem with cycling in Tempe is that most bike lanes are cluttered with debris because they are not cleaned regularly. Warner seems to among the worst for debris in the bike lane. You will never make everyone happy, but consistency in how bike lanes are marked would be helpful. Thanks Michael Goe
94. 10/26/2016 Please restore the access lanes on McClintock and remove the candlesticks. The traffic congestion has been difficult and caused delays and missed appointments. We try to avoid McClintock during rush hour. Bicyclists rarely use McClintock during the busiest times due to the congestion and if they do they are on the sidewalks. Thanks. No Name
95. 10/26/2016 This card has been distributed in some neighborhoods. It is alleged to have come from Councilwoman Kuby. If so, she obviously does not have an open mind and must recuse

herself. My read of the published agenda did not show "remove bike lanes..." as an agenda



item. Thankyou Fred Boger

96. 10/26/2016 Tempe City Council: As a resident of Tempe, I use McClintock everyday. I live just outside the area that was informed of the bike lane project, and therefore did not know of the plans to remove lanes. It is unfortunate that the next city council meeting is at a time when few residents are available to attend and express their opinions. I am interested in your findings since this project was completed and will look for them to be posted online. In the mean time, I would like to share my opinion and observations. While the idea of bike lanes is admirable, this is not the street or climate for them. I rarely see them used in this area. Most bikers still use the sidewalks. We are too far south for them to make it practical to use for ASU. The distance plus the weather leaves them mainly unused. The candlesticks are simply a waste, as they are constantly run into, ripped out and have become an eyesore. Traffic has become extremely heavy since the reduction in lanes. It takes me 3 or 4 lights traveling westbound on Baseline to be able to turn right onto McClintock in the mornings. It then takes another 2-3 lights to get onto the westbound 60 freeway. In the evenings, McClintock is backed up going southbound from the 60 off ramp to Baseline. This was never the case before this project. The center lane is frequently used by motorists trying to bypass the traffic to get to a side street or the light at baseline. Anyone trying to turn left onto McClintock out of a neighborhood has a difficult time and often has near misses with vehicles using the center lane. I have seen more accidents on McClintock since the lane reductions. I am in favor of maintaining our streets, but not to the reduction of travel lanes. Catering to the few on a section of street that is far from the more dense city amenities makes no sense. Tempe is a very long suburban city and few will abandon the car because of more bike lanes, increased bus routes or higher gas prices. I won't pretend to know how much repaving costs, but \$1.7 million seems a colossal waste. My preference would be to spend the \$130,000 and restripe McClintock Dr. back to three lanes each way, and leave the walkable/bikeable city experiments to cities and climates where it makes more sense.

Sincerely, Joseph Herbst

97. 10/26/2016 Council Members, I am not able to attend the upcoming November 3rd meeting and wished in advance to voice my support for eliminating the bike lanes installed on McClintock between Broadway and Baseline. I reside in the Bradley/Suggs/McClintock Manor neighborhood and traffic delays on McClintock have dramatically increased since a lane of traffic was removed in both directions with the installation of the unnecessary and rarely-used bike

lanes. I enjoy biking with my family and on my own, and appreciate living in a bike-friendly city and community. However, the bike lanes on McClintock put the cart before the horse. I cannot think of more than once or twice that I've actually seen a cyclist using these bike lanes in either direction. Where there is need and regular use, I fully support installation and maintenance of bike lanes in our great community, but this is not one of those times or areas. Please vote to eliminate the bike lanes on McClintock and return this corridor to six lanes of automobile traffic. Thank you for your consideration and service. Best regards, Travis Campbell

98. 10/26/2016 Dear Tempe Council, Please consider returning the bike lane to a traffic lane. The traffic problems have increased significantly since the introduction of the bike lane. Furthermore, as a frequent traveller on McClintock (for over 25 years), I have seen significantly more close calls between bicyclists and automobiles since the introduction of the bike lane even though the number of bicyclists using the bike lane is limited to infrequent. Thank you. Chris Rosner
99. 10/26/2016 The added bike lanes have been a problem since they were put in McClintock. Several reasons exist why they should be removed. The first and most important is safety. The traffic volume and multiple areas for cross traffic make it unsafe for bicyclists and motorists. There has been an increase in the number of accidents as frustrated drivers wait forever to simply turn across traffic so they cut across 3 lanes of partially stopped traffic hoping everyone sees them. Also not sure how police and fire are feeling about trying to respond anywhere on McClintock during high peak times but I cannot imagine it has improved response times. Secondly, a very small amount of people use them. Most people in my neighborhood group who do bike say they wouldn't use them as they are dangerous. So now we have half mile back ups of idling cars during peak times and a constant steady flow of solid two lanes during off peak times. Not sure if this is helping the emissions problem but my guess is no. Third this area is so congested that I would wonder how businesses are doing with this. I skip going to a lot of places along McClintock due to congestion and not being able to get in or out of a business. Lastly there are alternatives for the bike lane. Country club way which connects to the bridge across the freeway is a great option or Lakeshore Drive. These are safer alternatives for the few who choose to ride their bikes and could potentially increase biking as they are a safer route for all. Thank you Niccole Duplissis
100. 10/26/2016 Greetings. I am supportive of the bike-friendly Tempe concept. I live in S Tempe just E of McClintock. In cool weather I ride my bike frequently and all over the East Valley. I avoid major arteries, especially S McClintock. I am adamantly opposed to the changes made to S McClintock and ask that it be returned to its previous configuration. Unlike the movies, if you build it they will not necessarily come. Did you really think reducing the auto lanes and widening *already-existing* bike lanes was going to result in significantly more people riding bikes on these arteries? Last month, there were 27,274 autos and 6 (am) and 10 (pm) bike riders at Baseline and McC according to (presumably) council-commissioned traffic counts. That alone should be enough to re-consider this ill-conceived plan. What was not measured and of particular concern to me and my neighbors is the increase in traffic backups and consequent emissions from idling autos not only on McClintock, but also on neighborhood feeder streets and in retail parking lots from vehicles trying to turn into/off of McC's 2 lanes. While it is significantly more congested, it is not significantly safer for bikes or, for that matter, autos. In addition to autos unsure when to turn into bike lanes when exiting into retail and buses pulling into bike lanes, judging when to merge into oncoming McC traffic is more nerve-wracking with

the wider bike lanes. It's an odd, perceptual challenge. The overwhelming majority of us choose not to ride our bicycles on major streets out of safety concerns. And we're adults. Would you allow your child to ride a bike on McC? I certainly wouldn't. Bottom line: it was, and continues to be, dangerous to ride a bicycle on any of our major streets. This will not change no matter how wide you make the lanes or whether you put up sticks. Reducing auto lanes and widening bike lanes in S Tempe absent a significant amount of bike traffic was a waste of our limited resources. Perhaps you could focus your bike-friendly attention on the area surrounding ASU where there are thousands of students riding bikes on the sidewalks, on the streets, and sometimes even in bike lanes! Thanks for reading and no response required. Beth Vershure

101. 10/26/2016 Good Evening, I have a couple of questions about how you took your counts on the vehicles on McClintock and how the City thinks they got accurate counts when the cable was coiled in the middle of the street for two weeks by the Boston Market September/October. I would also like to know what the counts were when the city turned McClintock into six lanes from four. I would also like to know how the City of Tempe plans to handle the the population growth/traffic in the Condos/Apartments on Broadway between Rural and McClintock and also the population growth/traffic on Baseline in the new Apartments/Shopping Center between Rural and McClintock. I would like to know how having people sit in traffic is helping with pollution. I would like to know how many people who made this decision live in any of the housing areas along McClintock? The City of Tempe needs to realize this was a big mistake. The City needs to re-evaluate the Bike Lanes and think about relocating them back to where they were or closing the straightest garbage alleys paved them and make them a bike highway. Please feel free to contact me at 480 329 8137 or by email at Judy Hodges
102. 10/27/2016 We have been advised that the McClintock bike lanes will be discussed in early November. As a resident of South Tempe for over 30 years (a Tempe resident for over 45 years), I cannot begin to tell you how inconvenient these lanes are for vehicular traffic. During trips along McClintock, I never see bike riders using these special lanes. I do, however, see motorists sitting in traffic through many stop lights because the vehicular lanes have been reduced. There is often confusion on where and how to turn into businesses because of the candlesticks placed in the roadway. The idling traffic MUST create extra pollution, frayed nerves, and a waste of gasoline. Additionally, Rural Road has become more congested by those seeking relief from McClintock. Last spring, feedback was requested about the bike lanes and I participated at that time. I remember receiving a 100+ page document from Lauren Kuby along with her response, which included "if you build it, they will come." Years ago, Tempe provided many sections of roadway that had three lanes in each direction, and we "came" to that area. However, since these special bike lanes have been provided, I have not seen an influx of bike riders, so I don't believe that they have "come" to this area. Now we have been robbed of those lanes in order to provide bike lanes to non-existent bike riders. Please do the right thing and restore our roadways to vehicles. Christa Hitt
103. 10/27/2016 Bad idea not very well thought out by Tempe leaders. It has added 40 minutes a DAY to my wife's commute! You rarely see anyone using these bike lanes, and it has increased accidents because of the confusing lines they have drawn. John Olvey